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TYPHOON - MAP - - -

OF THE

CHINA SEA



The Landsman's
Handy Guide
to Locating the
Centre of a
TYPHOON

SHOWING THE NEW STORM SIGNALS,
REVISED MARCH 1st, 1931.

Price 50 Cents.

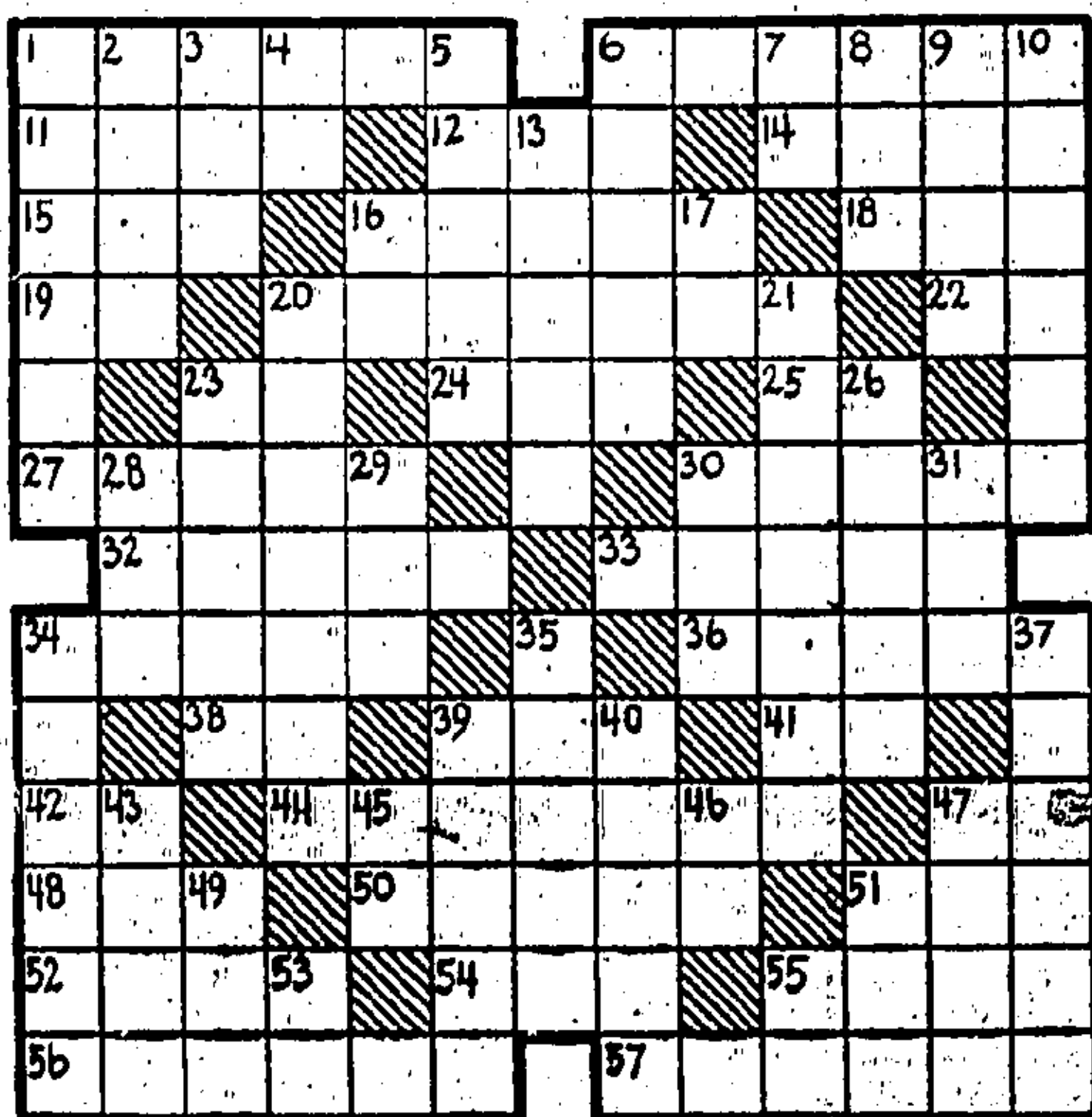
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THE NEWSPAPER ENTERPRISE LTD.

China Mail Office, 3A, Wyndham Street.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1-Younger
- 6-Tempt
- 11-Initiated
- 12-An eagle
- 14-Fordoming
- 15-A short jerking motion
- 16-Invasions
- 18-Deep hole
- 19-Ahead
- 20-Assistants
- 22-The (Fr.)
- 23-Egyptian sun-god
- 24-Medical (abbr.)
- 27-Pronoun
- 28-Bank
- 30-Flats
- 32-Declined
- 33-A course
- 34-A constellation
- 35-A metal
- 36-Neat (abbr.)
- 38-Person
- 41-Half an on
- 42-Estate
- 43-Wave

HORIZONTAL (Cont.)

- 47-Becky
- 48-Green letter
- 50-A Turkish title
- 51-An insect
- 52-Back of neck
- 54-Point of compass (abbr.)
- 55-Evergreen tree
- 56-Gives pleasure to
- 57-Material used for wickerwork

VERTICAL

- 1-A dress trimming
- 2-On (pl.)
- 3-A black
- 4-I had (Cont.)
- 5-Kingdom
- 6-Finished
- 7-Tenacious
- 8-Whispering shade
- 9-Has the roof of
- 10-Material
- 12-Whisk
- 13-Musical note

VERTICAL (Cont.)

- 17-Senior (abbr.)
- 20-Port
- 21-Littered a loud cry
- 22-A bird
- 23-Consumed
- 24-Pronoun
- 25-Even (Post.)
- 26-Even (Post.)
- 27-Head
- 28-Part of horse
- 29-horned (pl.)
- 30-Guide
- 31-Chief
- 32-Front
- 33-Compassive note
- 34-Girl's name
- 35-Large monkey
- 36-Small island
- 37-Inland waters
- 38-A house
- 39-Head
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- 44-Head
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- 100-Head

(The solution of this puzzle with a new cross-word puzzle) will appear in to-morrow's issue.

Seaplane Services For The Future

Capt. Von Gronau Asserts Advantages

SPEED AND FACILITY OF FLYING OVER WATER

Captain Wolfgang von Gronau, who has completed his third westward crossing of the Atlantic by flying boat by the northern island route and is now proceeding from Chicago to Germany through the Far East, following lake, river and ocean. Watergoing aircraft constantly find broadened fields of usefulness in commercial and private hands. A recognised authority on craft of this type will discuss their use in the forthcoming issue of Aviation Engineering. Excerpts from his article follow: It is perfectly obvious that the general public will not continue to patronise the airlines unless the service is really convenient and appreciably faster than surface transportation. Furthermore, when the word "faster" is used it must be clearly defined as the actual elapsed time between centres of population, rather than the running time of plane versus train, which is so frequently emphasised when comparative figures are presented.

A majority of the country's largest cities are adjacent to water, and in many cases a suitable water-landing area is to be found literally on the very front doorstep of business and residential areas. Water-landing equipment of really suitable price, capacity and performance has not until recently been available.

Water Equipment. In analyzing the problems which the prospective operator of an all-water route would be concerned with, a discussion of available equipment would seem to come first in importance. Generally, the average land plane suitable for air-transport work can be purchased as a seaplane at an increase in cost of from 10 to 20 per cent. Its payload is generally the same on both wheels and floats, because of the fact that Department of Commerce regulations permit it to fly at a larger gross weight as a seaplane, and although this factor tends to become somewhat reduced when a gross weight of 10,000 pounds is exceeded, the reduction is generally not serious. In terms of speed, the drop on floats will generally average from 4 to 8 per cent, a matter of only five to ten minutes at the most on a two-hour flight.

A most surprising development has taken place in the seaplane field during the past three years, and lack of available equipment can no longer be assigned as a reason for overlooking its operating advantages. At present, for instance, a total of over fifty different types of land planes have been licensed by the Department of Commerce for water flying, as compared to some ten different types of amphibians. These seaplanes range in size from the single-place light plane to ten and twelve place trimotor-transporters with gross weights in excess of 12,000 pounds, and some fifteen different types are available to-day for use in the transport field.

Speeds of 170 miles per hour on floats are already regularly accomplished with standard seven-place ships powered by 450 horsepower engines.

Seaplane Advantages. Generally speaking, the great problem in water operations has always been that of quickly and positively securing a plane during the period in which the passengers are being loaded and discharged. People unaccustomed to water and small boats cannot be expected to patiently wait while a line is passed and made fast, and the ship warped in, and then be asked to clamber aboard a plane that is hanging against the dock or jumping all over the bay.

Probably the first really practical solution to this vexing problem came with the acceptance of the amphibious for transport use when an ingenious operator developed the so-called "button" type of runway. It consisted of a rounded, sloping ramp built on a float and located at the end of a pier upon which the ship could be tied on their wheels on an upward course under practically any conditions.

More recently a leading float manufacturer developed what may be described as a retractable beaching gear, consisting of small wheels which can be lowered through the bottom of the floats under the control of the pilot, in order to permit a seaplane to be operated under similar conditions. It is the writer's contention that there is no need whatever for amphibious or any form of wheel equipment if properly constructed twinfloat seaplanes are used in combination with a new type of passenger terminals.

BRITISH PIONEERS IN AVIATION.

SPECIALISTS IN MARINE FLYING SHIPS.

Saunders-Roe, established in 1830, are universally known as specialists in all types of Marine Craft.

In the pioneer days of aviation the firm had the distinction of building the first Flying Boat Amphibian.

Since those days considerable progress has been made in science of aviation and the firm has always been to the fore with their products. Machines varying in size up to 12 tons have been designed, constructed, and proved satisfactory.

Recently a new series of machines have been built, the general design is closely followed throughout, the major variations being in the cabin layout and engine installation. A general description and specification is dealt with in the following pages followed by the details of each machine.

Several of the first three sizes of machines have been built and flown with marked success. They are:—Saro Cutty Sark, a four seater Cabin Amphibian Flying Boat; Saro Windhover; a six seater Cabin Amphibian Flying Boat; Saro Cloud; an eight-seater Cabin Amphibian Flying Boat.

Production was commenced on the first named early in 1929 and has since been proceeding smoothly in all sizes.

All Duties.

The Saro Cutty Sark, Saro Windhover and Saro Cloud series of machines have been designed to meet the following requirements:—

- (a) Pioneer work on new air routes where harbours and navigable rivers exist.
- (b) Private owners and Flying Clubs.
- (c) Passenger carrying for hire—or mails and freight.
- (d) Aerial Photography and Survey.
- (e) Fire Fighting and Crop dusting.
- (f) Popular Flights.
- (g) Augmenting existing air routes during busy periods.
- (h) Training and numerous service uses.

(i) Expeditions and surveys carrying equipment for extended work.

(j) Combined operations over land and water.

(k) Main Air Line Feeder Services.

It was therefore necessary that the following characteristics should be met:

- (1) Adaptability.—The large cabins and spacious luggage holds giving ample room for alternative requirements.
- (2) Low Maintenance.—By limiting the number of units, all complicated details were simplified without sacrifice to other requirements. Easily procured materials are used throughout the aircraft.
- (3) Accessibility.—Engine cowlings easily detachable. Large size inspection doors and panels throughout the machine.
- (4) Aerodynamic Efficiency.—Is proved by their flying qualities, they being nonfiring and easy to fly for long periods under varying conditions.
- (5) Seaworthiness.—A large air-seal, low resistance, clean running hull is provided in each instance with a consequent short run and time to take off. Ample clearance is allowed from the water for wings, afloat, and the wings are capable of being lowered and raised at will.

The writer's contention that there is no need whatever for amphibious or any form of wheel equipment if properly constructed twinfloat seaplanes are used in combination with a new type of passenger terminals.

More recently a leading float manufacturer developed what may be described as a retractable beaching gear, consisting of small wheels which can be lowered through the bottom of the floats under the control of the pilot, in order to permit a seaplane to be operated under similar conditions.

AIR SERVICE STILL IN ITS INFANCY.

Thousands Flying In Europe Daily.

Amid the present trans-Atlantic flying activity, it is almost startling to recall that the first air passenger service between Paris and London was inaugurated only thirteen years ago to-morrow.

The first machine, an Airco 4, left Hounslow Aerodrome at 9.10 a.m. and arrived at Le Bourget at 11.40. Only two passengers were carried, and they paid 15 guineas for the single journey.

The first woman carried by this service was Lady Muriel Paget. She made the trip two days after it opened.

This year, in May alone, Imperial Airways carried between Paris and London no fewer than 3,372 passengers, an average of over 100 a day.

PLANES MUST BE QUIET

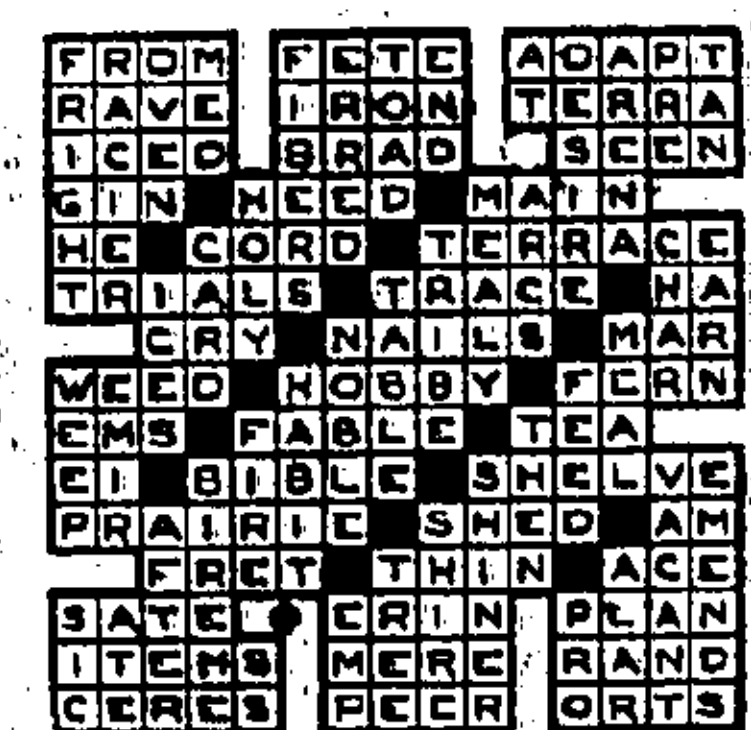
Efforts being made to induce the establishment of aerodromes in Cornwall and to educate the country in "air-mindedness," have drawn a vigorous protest from Mr. A. K. Hamilton Jenkin, of St. Ives, an authority on the Cornish language, and a leading figure in the Old Cornwall Society, the Royal Cornwall Polytechnic and the Royal Institution of Cornwall.

In a denunciation of the "continuous roaring overhead," he says: "Airplanes were recently the newest children of the mechanical world. With them, as in the early days of motorcars, presumably every ounce of power which they could develop was needed. As children they were permitted such indulgence, and have become like spoiled children as the result."

"Cars have been silenced. Why not airplanes? Pilots of the latter can no longer claim that their engines are so weak and inefficient that the loss of power resulting from a silencer cannot be now spared."

"Presumably, they just do not care, nor are they likely to do so until the time has come to protest. No one wants to 'put the clock back' or suggest that flying has not a great part to play in our modern world. But it is high time that its promoters learned the meaning of 'air manners' as well as 'air-mindedness'."

YESTERDAY'S SOLUTION.



HONG KONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES

	Oct. 5, June, 1932.	1918.	1914.
	Cts.	Cts.	Cts.
Butcher Meat.			
Beef Sirloin	牛尾肥	lb.	34 24 12
Prime Cut	牛尾肥	lb.	30 28 11
Corned	咸牛肉	lb.	40 23 12
Roast	燒牛肉	lb.	34 24 22
Breast	牛腩肉	lb.	32 20 18
Soup	湯	lb.	28 20 18
Steak	牛腩肉	lb.	34 24 22
Steak Sirloin	牛腩肉	lb.	48 30 35
Sausages	牛腩肉	lb.	36 26 20
Bullock's Brains	牛腦	per set	17 10 12
Tongue, fresh	牛舌	each	80 50 60
Tongue, corned	牛舌	each	1.00 60 60
Head	牛頭	lb.	24 18 14
Heart	牛心	lb.	24 18 14
Hump, Salt	牛心	lb.	24 18 14
Feet	牛蹄	each	12 10 12
Kidneys	牛腎	lb.	15 10 12
Tail	牛尾	lb.	27 20 22
Liver	牛肝	lb.	26 18 14
Tripe	牛肚	lb.	8 6 7
Calves' Head & Feet	牛頭	set	\$1.50 \$1.00 \$1.00
Mutton Chop	羊腩	lb.	40 28 22
Leg	羊腩	lb.	60 28 22
Shoulder	羊腩	lb.	60 24 22
Saddle	羊腩	lb.	60 24 22
Pigs' Chittlings	豬腩	lb.	80 27 22
Brains	豬腦	per set	4 1 1
Feet	豬蹄	lb.	18 15 12
Fry	豬蹄	lb.	28 15 18
Head	豬頭	lb.	18 20 12
Heart	豬心	each	15 10 10
Kidneys	豬腎	lb.	15 10 3
Liver	豬肝	lb.	50 80 24
Fork Chop	豬腩	lb.	38 25 23
Leg	豬腩	lb.	40 24 22
Loin	豬腩	lb.	44 60 70
Fat or Lard	豬油	lb.	24 21 12
Sheep's Head & Feet	羊頭	set	90 60 70
Heart	羊心	each	12 8 7
Kidneys	羊腎	lb.	15 12 10
Liver	羊肝	lb.	45 26 25
Suckling Pigs, to order	豬仔	lb.	25 25 22
Suet, Beef	牛油	lb.	34 30 18
Mutton	牛油	lb.	55 25 26
Veal	牛油	lb.	45 20 20
Sausages	牛油	lb.	28 24 22
Fish.			
Barbel	魚	lb.	56 16 24
Bream	魚	lb.	28 20 16
Canton Fresh Water	魚	lb.	25 18 16
Carp	魚	lb.	28 18 16
Catfish	魚	lb.	30 16 27
Codfish	魚	lb.	40 12 9
Crabs	魚	lb.	60 15 24
Cuttle Fish	魚	lb.	26 23 26
Dab	魚	lb.	26 16 27
Dace	魚	lb.	45 23 16
Doi Fish	魚	lb.	19 10 12
Eels, Conger	魚	lb.	90 10 6
Fresh Water	魚	lb.	1.00 16 12
Yellow	魚	lb.	46 10 8
Frogs	魚	lb.	74 26 30
Garoupa	魚	lb.	1.10 32 25
Gudgeon	魚	lb.	24 40 30
Herrings	魚	lb.	32 22 18
Halibut	魚	lb.	85 18 23
Labrus	魚	lb.	40 18 15
Loach	魚	lb.	85 22 13
Lobsters	魚	lb.	70 42 34
Mackerel	魚	lb.	48 22 21
Monk Fish	魚	lb.	48 20 20
Mullet	魚	lb.	40 13 2
Oysters	魚	lb.	40 12 2
Parrot Fish	魚	lb.	35 34 9
Perch	魚	lb.	80 30 15
Pike	魚	lb.	44 16 9
Plaice	魚	lb.	55 36 25
Pomfret, White	魚	lb.	55 38 30
Pomfret, Black	魚	lb.	42 36 45
Prawns	魚	lb.	85 10 14
Ray	魚	lb.	24 10 14
Rock Fish	魚	lb.	26 13 13
Salmon	魚	lb.	36 22 10
Sardines	魚	lb.	46 36 36
Shark	魚	lb.	36 8 18
Shrimp	魚	lb.	20 16 10
Skipper	魚	lb.	55 38 30
Sole	魚	lb.	50 38 30
Squid	魚	lb.	40 22 25
Tadpole	魚	lb.	46 30 55
Tuna	魚	lb.	36 12 12
Turbot	魚	lb.	1.30 13 12
Poultry.			
Chicken	雞	lb.	64 30 31
Capons, Small	雞	lb.	62 28 30
Capons, Large	雞	lb.	66 28 30
Duck	鴨	lb.	45 32 21
Doves	鴿	each	35 22 21
Eggs, Hen (cooking)	雞蛋	per doz.	36 18 12
Eggs, Hen (fresh)	雞蛋	per doz.	38 22 20
Fowls, Canton	雞	lb.	75 38 24
Fowls, Hainan	雞	lb.	60 35 24
Geese	鴨	lb.	50 24 24
Pigeons, Canton	鴿	each	50 30 24
Hollow	鴿	each	40 29 24
Turkeys, Cock	火雞	lb.	78 38 24
Turkeys, Hen	火雞	lb.	70 41 48
Snipe	沙	each	28 24 24
Pheasant	山	pair	2.80 2.80 2.80
Quail	鴨	each	50 30 24
Partridges	鴨	each	1.20 1.20 1.20
Fruits.			
Almonds	杏仁	lb.	90 35 35
Apples (California)	金山蘋果	lb.	28 26 26
Bananas (bridge's)	金山香蕉	lb.	7 4 4
Carambola	楊梅	lb.	16 12 12
Coconuts	椰子	each	14 10 10
Lemons, China	檸檬	lb.	12 25 30
Lemons (American)	金山檸檬	each	16 8 8
Lichees, Dried	荔枝干	lb.	1.00 25 30
Oranges (Canton)	新會橙	lb.	16 12 12
Oranges	新會橙	lb.	16 12 12
Pears (Canton)	沙梨	lb.	16 12 12
Peanuts	花生	lb.	14 10 12
Perisimmons, Large	紅柿	lb.	16 12 12
Plaintain	大蕉	lb.	5 8 8
Pumelo, Slim	蓮霧	each	14 12 6
Walnuts	合桃	lb.	28 28 10
Grapes	菩提子	lb.	50 30 30
Vegetables, Etc.			
Artichokes	菊苣	each	2 2 2
Beans, Sprout	豆苗	lb.	5 5 5
Long	豆苗	lb.	14 12 12

The China Mail

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Overland China Mail

Published every Friday. Annual subscription, H.K. \$13, including postage \$19, payable in advance.

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FOR SALE—Lighter, Hardwood. Capacity 200 tons. Length 80 ft., beam 20 ft. 6 in., depth 11 ft., draft loaded 8 ft. Apply to P.O. Box No. 86.

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TYPOON MAP OF THE CHINA SEA. The Landmark's Handy Guide to locating the Centre of the Typhoon. Price 50 cents. Newspaper Enterprise, Ltd., "China Mail" Office, 3A, Wyndham St.

FOR SALE—Hong Kong & Directory now on sale at the offices of the Publishers, 3A, Wyndham Street.

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NEW ADVERTISEMENTS.

THE INSTITUTION OF ENGINEERING & SHIPBUILDERS OF HONG KONG.

A paper entitled "POWER ECONOMY" will be read in the Institution by Mr. Geo. Buchanan (Member) on THURSDAY, October 13, at 5.45 p.m. Members and their friends are invited to be present.

HONG KONG CRICKET CLUB.

NOTICE.

NOTICE IS HEREBY GIVEN that on TUESDAY, the 18th October, 1932, a drawing for the redemption of thirty (30) Debentures will be held in the Pavilion at 5.30 p.m.

The numbers of the Debentures drawn will be published in the Hong Kong Government Gazette and the local Newspapers, and holders of drawn Debentures may, upon giving notice to the Treasurers, Messrs. Percy Smith, Seth & Fleming, for payment of the principal and interest to the 31st October, 1932.

By Order of the Committee, L. S. GREENHILL, Hon. Secretary, Hong Kong, 11th October, 1932.

SPORTS NOTICES.

THE HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the Twelfth Extra Race Meeting to be held on SATURDAY, 22nd October, 1932 (weather permitting) may be obtained at the Secretary's Office, the Club House, Happy Valley, the Hong Kong Club, the Sports Club, and the Stables, Village Road.

Entrées close at 12 o'clock NOON on THURSDAY, 13th October, 1932.

By Order, S. A. SLEAP, Acting Secretary, Hong Kong, 10th October, 1932.

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The Camera that takes 35 exposures on a film.

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AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON WEDNESDAY, October 12, 1932, commencing at 5.15 p.m. at their Sales Room, 4, Duddell Street.

A Valuable Collection of POSTAGE STAMPS.

On View from Tuesday, October 11, 1932.

Terms:—Cash on Delivery. LAMMERT BROS. Auctioneers, Hong Kong, October 9, 1932.

ROUND HONG KONG'S CINEMA THEATRES

MAIL REVIEW

"THE RAINBOW TRAIL"—KING'S THEATRE.

Fox's Western production "The Rainbow Trail" the current attraction at the King's Theatre, is a sequel to Zane Grey's thriller "Riders of the Purple Sage." Taking the lead in the latter production, George O'Brien heads the cast of players in "The Rainbow Trail." Scenes of this Fox production were actually taken at the Grand Canyon, and provide wonderful backgrounds. O'Brien's fights against cattle rustlers are continued, coupled with the imprisonment of his girl (Cecilia Parker) in a valley to which access is extremely difficult. How O'Brien outwits the gangsters and rescues the girl, forms a dramatic climax to an entertaining production.

The supporting cast includes J. M. Kerrigan, who was seen with O'Brien in "Sens Beneath." Roscoe Ates, the stuttering mirth provoker, and James Kirkwood. Recommended.

MAIL REVIEW

"HELL DIVERS"—QUEEN'S THEATRE.

Metro-Goldwyn-Mayer's thrilling air drama "Hell Divers" the current attraction at the Queen's Theatre, tells a story about the United States air service. Wallace Beery, Clark Gable and Conrad Nagel head a formidable cast, and each gives a creditable performance.

"Hell Divers" is one of the best air films that has been produced. The picture is a vivid drama of life with airmen aboard the air-plane carrier Saratoga, and was filmed at Panama aboard the vessel and at North Island. Intermingled with thrilling air spectacles is romance, pathos and comedy, all interwoven to make one grand production.

Important roles are also taken by John Miljan, Dorothy Jordan and Marie Prevost. Highly recommended.

MAIL REVIEW

CHINESE ACROBATS.

Brilliant Show at King's Theatre.

The Joy Fun Toy Company appearing on an extended season at the King's Theatre are exceptionally good.

Their performance is similar to that of Long Tack Sam with amazing juggling, conjuring and tumbling all of which are well executed. The background is a gorgeous Chinese screen set off by sparkling Chinese costumes.

The Company presented by Puan Yu Jen, consists of 12 Chinese acrobats and jugglers.

Puan Yu Jen is China's foremost magician, and his mystic wonders are truly brilliant.

MAIL REVIEW

"AFTER TO-MORROW"—MAJESTIC THEATRE.

"After To-morrow," the Fox drama now showing at the Majestic Theatre, is a screen adaptation of Sonya Levien of the well-known stage success of the same name by John Golden and Hugh Stange.

Charles Farrell, in the leading role gives a performance that exceeds anything he has done in many a day. Opposite him plays Marian Nixon.

Admirably suited to their roles of the two mothers are Minna Gombell and Josephine Hull, the other players being William Collier, Jun., William Pawley, Ferdinand Munier, Greta Granstedt and Nora Lane.

MAIL REVIEW

"DELICIOUS"—ORIENTAL THEATRE.

Romance between a Scottish girl steamer passenger and a wealthy American sportsman forms the theme of Fox's delightful musical production "Delicious" now playing at the Oriental Theatre. Charles Farrell and Janet Gaynor, who first gained recognition and popularity when they appeared together in "Seventh Heaven," head the cast of players. The theme song "Delicious" sung by Raoul Roulien and Farrell is most captivating.

MAIL REVIEW

"THE SECRET SIX"—STAR THEATRE.

Wallace Beery, John Mack Brown and Lewis Stone are cast among the leading players in M.G.M.'s stirring gangster production "The Secret Six" now playing at the Star Theatre. Beery, who is seen in the role of Scorpio, the gang leader, gives one of his best characterizations and is admirably suited to the role. Highly Recommended!

MAIL REVIEW

"MERELY MARY ANN"—TAI PING THEATRE.

Charles Farrell and Janet Gaynor also have the leading roles in "Merely Mary Ann" the current attraction at the Tai Ping Theatre. Similar to "Delicious" in theme, the story tells of the romance of a young man who falls in love with a girl, and both are in poor circumstances. The girl later receives a fortune. The story has human interest, and is well balanced with a number of fine songs.

MAIL REVIEW

"LIFE'S COMEDY"—CENTRAL THEATRE.

Episode one of "Life's Comedy" the latest Chinese technicolor picture, produced by the Shanghai Star Company, is now showing at the Central Theatre. Miss Butterfly Wu and Cheng Siao Chau are the leading players. There are altogether six episodes to this thrilling film.

OFFICIAL SOURCES.

"PAID TO LOVE"—KING'S THEATRE.

Hong Kong will have an innovation in cinema entertainment next Thursday when the King's Theatre presents the Spanish talking film "Hay que Casar al Principe," under the name of "Paid to Love." A Fox production, made in Hollywood, it presents a great cast of Spanish stars, and although the dialogue is entirely in Spanish, its action is so smooth, that the story can be followed clearly without any difficulty. Translations into English and Chinese of the main points will be made, however.

Perhaps the most enjoyable feature of the film is the glorious tenor of the star, Jose Mojica, who appeared in the English production "One Mad Kiss" and is among the most popular of artistes in Spanish talking films.

The girl who plays opposite Mojica is Conchita Montenegro, who has made several talking films in English for Fox. She also sings several songs and is called upon for several dances.

With its delightful music, Mojica's robust voice and Conchita Montenegro's charm, the operetta should provide a fascinating diversion.

"THE PASSIONATE PLUMBER"—QUEEN'S THEATRE.

Irene Purcell and Mona Maris claim the title of champion feminine free-for-all fighters of Hollywood.

During filming of "The Passionate Plumber," the new laugh attraction coming shortly to the Queen's Theatre, "Purcell and Maris" were a strenuous fighting team. They portray two jealous women who finally come to blows in a terrific battle.

Buster Keaton, as the plumber whom both ladies love, is the cause for the free-for-all fight which, before it is over, involves the riotous Jimmy "Schnozzle" Durante and Pelly Moran.

SYMPHONY CONCERT A SUCCESS

Sadao Iwai Delights On Xylophone.

Another delightful and highly successful Symphony Concert was given in the Peninsula Hotel on Sunday night. Every item on the programme was received with vociferous applause, from a large audience.

Master Sadao Iwai, the youthful xylophonist, delighted with his masterful rendering of "Gypsy Airs" by Sarasate and was accompanied on the piano by his mother. With full orchestral accompaniment, Iwai rendered "The Mocking Bird" (Stokke) and an air, "Sons of Long Long Ago," all being a great treat.

RADIO TO-DAY'S PROGRAMME.

12.30 p.m.—European programme of Victor & H.M.V. records.

1 p.m.—Local Time and Weather Report.

1.30 p.m.—Rugby Press News, etc. A relay of the Rotary Club Tiffin Speech from Lane Crawford's Restaurant.

2 p.m. (approx.)—Close Down.

5-7 p.m.—Chinese Recorded Programme.

7-10.30 p.m.—European Programme.

7.3-8.40 p.m.—A programme of Victor & H.M.V. records.

7.3-7.25 p.m.—Operatic.

Troyatore (Verdi) "Fierce Flames Are Soaring."

Samson & Delilah (Saint-Saens).

My Heart At Thy Sweet Voice (Louise Homer (Con.) 1422.

Selections from Mefistofels (Bolto arr. Createore).

Mefistofels—Prologue.

Createore's Band 35971.

Rigoletto (Verdi) "Mid The Fair Throng."

Don Pasquale (Donizetti) "Fond Dream of Love."

Tito Sclipa (Tenor) 1282.

7.25-8 p.m.—A Concert.

Piano Solo—

Serenade for the Doll (Debussy), Capriccio (Scriabini).

Vladimir Horowitz 1353.

Song—

Oh, Promise Me! (Scott-De Koven).

A Banjo Song (Weeden-Homer), Louise Homer (Contralto) 1295.

Violin Solo—

Blue Skies (Berlin-Kreiser), Dance of the Maidens (Friml-Kreiser).

Fritz Kreisler 1233.

Song—

Bird Songs at Eventide (Barrie-Coates).

The Little Silver Ring (Chaminade).

John McCormack (Tenor) 1303.

Cello Solo—

Gavotte Tendre (Hillemecher), Menuet (Debussy).

Pablo Casals 1191.

8 p.m.—Local Time and Weather Report.

8.3-8.40 p.m.—Orchestral.

Metropolis (Ferdie Grofe), Paul Whiteman & His Concert Orchestra 35933/35934.

Game of Kisses (Rizzi), Girls from Baden (Kornak).

Victoria Orchestra V-50037.

Romance (Tschakowsky), In a Monastery Garden (Ketalbey), Victoria Concert Orchestra 35808.

8.40-9 p.m.—A programme of records kindly loaned by a Listener.

Octet—

Melody (Dawes), Moonbeams and Shadows (Squire), J. H. Squire Celeste Octet.

Band—

A Musical Switch (arr. Alfard), Band of H. M. Coldstream Guards.

Octet—

Scene de Ballet (de Beriot, arr. Sear), J. H. Squire Celeste Octet.

9.30-9.35 p.m.—From the Studio.

A pianoforte recital by Miss Luba Recker.

1. Sonate (Scriabini), 2. Rondo (Hummel), 3. Grillen (Schumann), 4. Romance (Rachmaninoff), 5. Etude (Scriabini), 6. Humoresque (Grieg), 7. Capriccio (Mendelssohn), 8. Colliwog's Cake Walk (Debussy).

9.30-10.30 p.m.—A programme of Victor & H.M.V. records.

Vocal Gems—Follow Thru, Victor Light Opera Group 35970.

Humorous Song—

Oh, You Have No Idea, Gracie Fields B2795.

Fox Trot—I Love a Parade, Victor Arden—Phil Ohman & Their Orchestra 22892.

Song—Through!

Franklyn Baur (Tenor) 22281.

Piano Solo—Ever-Green—Medley, Raia da Costa B3689.

Song—

A Little Kiss Each Morning, Anona Winn (Soprano) B3323.

Orchestral—

All Thru the Night I think of You, De Groot and the Piccadilly Orchestra B2757.

Chorus—The Blue Room, The Revelers 20082.

Vocal Gems—Hold Everything, Victor Light Opera Group 35970.

Song—How About Me? Gracie Fields B2795.

Fox Trot—

Music in my Fingers, Victor Arden—Phil Ohman & Their Orchestra 22892.

Song—

With a Song in my Heart.

DARING ROBBERY IN KOWLOON.

Big Jewellery Haul Worth \$1,500.

A daring jewel robbery was perpetrated yesterday afternoon at the residence of Mr. and Mrs. J. Rodger, 49 Granville Road, Kowloon, and a total haul of jewellery to the value of \$1,500 was stolen.

On receiving a report from Mr. Rodger at 4.30 p.m., detectives at the Water Police Station took prompt action and within a few hours time had recovered a bangle and miscellaneous pieces of jewellery, valued in all at \$450.

The perpetrators of the robbery, had broken into the bedroom of Mr. Rodger on the first floor, where they stole Mrs. Rodger's jewellery and decamped.

The Police are working on definite clues.

The articles stolen were: A lady's watch, valued at \$360, One platinum ring, \$300, Three gold finger rings, \$25, One diamond ring, \$100, One pearl ring, \$50, Three brooches, \$80, One gold bracelet, \$10, Two necklaces and pendants, \$20, One gold slave bangle, \$250, Miscellaneous pieces of jewellery, \$200 and Hong Kong currency totalling \$130.

HOTEL LIST.

Guests Staying At Peninsula.

The following guests are staying at the Peninsula Hotel:

Major N. U. Adams.

Mr. S. E. Barker, Capt. and Mrs. E. C. Barry, Mr. Berlingioni, Mr. E. C. Bird, Mrs. F. Bower, and son, Col. Boyd, and Misses H. and J. Boyd, Mr. A. F. Brennan, Mrs. W. M. Brennan, Mrs. O. Brocklebank, Capt. J. W. Bundred, Capt. Burgess, Mr. O. D. Burnette, Mr. R. G. Butler.

Mr. A. L. Caplan, Mr. and Mrs. C. W. Carpenter, Mr. R. L. Clark and family, Dr. J. E. H. Cogan, Mrs. E. Cogan, Mr. R. E. Coxan, Mr. and Mrs. H. M. Craig, Mr. F. H. Crapnell.

Col. and Mrs. E. S. Doughty, Dr. and Mrs. Drenkhahn.

Mrs. B. Eastman, Mr. and Mrs. F. J. Easterbrook.

Miss D. Faye, Mr. C. B. Ferrajolo, Capt. and Mrs. W. Fieldhook, Mr. R. H. Fischer, Mr. J. Frisque.

Mr. R. W. Gardiner, Mr. I. H. Geare, Mr. L. L. Gilson, Mr. and Mrs. J. Gould, Col. and Mrs. F. E. Gowan, Mr. T. M. Gregory, Major J. A. Griffin.

Mr. and Mrs. C. M. Hall, Major A. L. Harris, Mr. E. Hausmann,

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The China Mail.

Hong Kong, Tuesday, Oct. 11, 1932.

Reform In Abyssinia.

Competent observers who have made a special study of the policy of the Emperor Haile Selassie, have no doubt that the ruler of Abyssinia is perfectly genuine in his desire to abolish slavery throughout his wide territories. Unfortunately for the negro tribes, who inhabit part of the country, the Imperial writ does not yet run in all provinces of the Empire. Abyssinia is gradually emerging from a condition for which a parallel existed in the early history of England. Her past Emperors, who sometimes imposed obedience on the minor kings, might be compared with the "Bretwaldas" who emerged at intervals from the struggles between Britons, Northumbrians, West Saxons, and Mercians, but could not unite them permanently. The present Emperor has revived the policy of unification, which was the keynote of the reign of the great Emperor Menelik. He is attempting to convert the Rases who govern the great provinces of Abyssinia from almost independent satraps into Governors dependent on the Crown. His most important step in this direction has been the centralisation of the military system. Until recently, when a Ras, or Governor-General, was appointed to another province, his army followed him. Like our Henry VII, and unlike some modern political leaders, the Emperor Haile does not approve of private armies, and has forbidden his Rases to take their troops with them to their new posts. It has been their practice and the practice of minor chiefs in the negro territories to employ their troops in the lucrative business of slave-raiding, even across the frontier. Clearly some time must elapse before the Sovereign can bring his more distant vassals to heel, but when they lose their armies, slave-raiding will be less easy and the supply of slaves will decline. In these circumstances many years may pass before domestic slavery disappears from Abyssinia. The Emperor's policy has only been untrammelled since 1930. Geneva may criticise him for going too slowly, the conservative Abyssinians, whose criticisms are more dangerous, accuse him of oversteering and he has no desire to make the mistake of the Amharas. He knows that the Abyssinians are not yet civilised enough to be allowed to have their own way, and he is determined to keep them from doing so.

the legal abolition of the practice could not be made effective. He is moving against slavery by sap and mine rather than by frontal attack; but he is moving, and his foreign critics should remember that the prevalence of the institution which they condemn is largely a consequence of the anarchy into which Abyssinia fell when Menelik II. was stricken down by disease. If he can unite and govern his Empire; if he can substitute a civil service, however primitive, and a loyalty to the Crown for the disorderly feudalism of the past; above all, if he can persuade the Abyssinian clergy that their educational methods can be modernised without impiety—then the days of slavery will be numbered. His defeat of Emperor Lij Yasu's attempt to regain power, and his success in outwitting the greater Rases, augur well for his ultimate triumph. But he must be given both credit for good intentions and time to fulfil them. Above all there should be no talk of a Mandate for Abyssinia. The Abyssinians would not tolerate it; no Power would care to undertake their conquest; and although their slave-raiders have been a nuisance to neighbouring Governments, are they any worse than the pirates and bandits who are continually bringing China into international trouble and disrepute?

The Wildness Of Wild Nature.

When in any matter with an emotional appeal the easy stage of rhetorical fervour has to pass into that of action, trouble comes. In a paper read at York recently, Sir David Prain, an ardent but sane advocate of the preservation of the amenities of the countryside and of native animals and plants, asked "What is the wildness of wild Nature we wish to preserve?" Possibly the answer might be made that "wildness" meant freedom from the influence of man, or at least the influence of man, and quite certainly from what may be called in all respect "country council man." But a little consideration shows that such a definition is imperfect. Sir David Prain, for example, said that compliance with the legislative injunction to make economic use of manorial wastes caused rural economy to give attention to afforestation as well as to agriculture. Open spaces were changed into woodlands, and many of the native plants and animals were exterminated. In England, the game laws, which were introduced in the 16th century, have done much to preserve the wildness of wild Nature. In the United States, the National Park, which was established in 1872, has preserved a large area of wild Nature. In the United States, the National Park, which was established in 1872, has preserved a large area of wild Nature.

Nature. Sometimes he destroys, sometimes he preserves. Let anyone try to turn a few acres of rough land in the South of England into a "wild" garden, and he will find that, as soon as he has enclosed it and kept out intruders, the brambles and briars, hollies and elders, thistles and nettles close up all the paths and make the place a wild garden suitable only for the pleasure of a pachyderm. Ferns and foxgloves, anemones and primroses are smothered by the ranker vegetation. The wild garden must have a gardener. Similar difficulties arise with all Nature Reserves. In the great new "National Park" in the South of Italy, for example, chamomile and ibex are increasing to the delight of every one; but so also are bears, and wolves are becoming a scourge of the neighbourhood. Beavers are now protected on a great scale in North America; but they have passed reasonable limits, and steps have to be taken against them. Similar examples come from all sides. To preserve wildness is an interference as much as to destroy it. The National Trust and the Society for the Promotion of Nature Reserves wisely refuse to accept even suitable areas unless some provision is made for their maintenance. Maintenance must imply expert guidance on what to eliminate, what to encourage, and how to fix and adjust a balance of Nature. Now that there is abundant and most valuable support for the preservation of amenities there is nothing more urgent than wise guidance as to how the preservation is to be effected.

News In Brief.

The finals of the King's College Annual Aquatic Sports will be held at the College swimming pool on Friday next, at 2.30 p.m.

The quarantine restrictions imposed by the Japanese Government against arrivals from Hong Kong on account of Cholera have been removed.

Dr. Arthur Woo, who has been attending the China Medical Conference at Shanghai, returned on Sunday by the Conte Rosso. Dr. Woo has been re-elected a Vice-President of the China Medical Association.

A lecture on "The Function of the Foreign Importer in the Trade of South China" will be delivered by Mr. P. S. Cassidy on Tuesday, October 18, at 8.30 p.m. in the Union Assembly Room of the University. All interested will be welcome.

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Alfred Veloso, a Filipino, of Gloucester Building, was admitted to the Government Civil Hospital at the tiffin interval yesterday suffering from the effects of opium poisoning. After treatment he was discharged at 8 p.m.

Passengers on the President Wilson which arrived from Manila yesterday on route to Seattle, via Shanghai and Japan Ports, included Viscount and Viscountess de Chambray, who are travelling to Kobe. Viscount de Chambray is an agent of the French Indo China Bank.

Col. Jose de los Reyes, a retired Constabulary Officer and ex-chief of the Secret Service of the Bureau of Customs, Philippine Islands, arrived in the Colony from Manila yesterday on board the President Wilson on a holiday trip. He is accompanied by his wife and daughter-in-law.

Lieut. Col. and Mrs. Clifford Jones arrived in the Colony yesterday aboard the President Wilson en route to Kobe via Shanghai. Colonel Jones is a member of the General Staff, Philippine Department, U.S. Army, and is on vacation prior to returning to America to take up a new post.

A pathetic story was revealed in a report from the United States. It was that a young man, who had been a member of the United States Army, had been discharged from service because of insanity. He had been in the service for several years, and had been a member of the United States Army for several years. He had been discharged from service because of insanity.

Dehumanizing Path Of Progress

Man Cannot Combat Nature's Will

A BREAK-NECK PACE

(By "A Voyageur.")

"Four thousand feet in mid-air a waiter hovered over me with a dish of hors-d'œuvres and inquired, 'Sardine or anchovy, madam?'" writes Ethel Mannin in Sunday Express.

"Neither," I said, for at that moment the airplane gave a good imitation of a badly managed lift, and these refinements of civilisation were lost to me in the primitive desire to stand on good firm earth again. . . . But that, I thought, as I huddled in my seat reminding myself that actually there are no such things as "air pockets," and that one gets used to everything in time—that is civilisation, that nice refinement of choice between sardine and anchovy when rushing through space at 120 miles an hour 4,000 feet above the earth.

The next day I was at a children's party, at which part of the entertainment provided was a home cinematograph show accompanied by wireless music.

A Daily Sacrifice. The children took it all as a matter of course that they could see Charlie Chaplin in a suburban drawing-room to music relayed from Moscow or Paris or Prague or anywhere else, simply by moving a dial.

Why should they not—little moderns who have grown up in an age in which miracles are part of daily life? This acceptance of scientific marvels, this too, is part of civilisation as we know it.

And air crashes; train smashes; car accidents; pedestrians killed every day in the streets; a hundred men trapped in a sunken submarine; mine explosions, and men caught like rats in a trap, to be burned or drowned or suffocated. . . . this too, is civilisation, the price we pay for the acceleration of the machine to its present pitch.

Every day men and women are sacrificed in the name of civilised progress; and even when it is not a sacrifice of life there is the daily sacrifice of nerves and peace and happiness.

No Happiness. For all this "progress" of which civilisation is so proud does not make for human happiness; it manufactures ready-made pleasures; it makes for convenience for speed . . . and for humanity's ultimate destruction.

For what chance has man against the machine? Man cannot pit himself against nature, and nature and the machine are in eternal conflict.

Man may sink mines, but he cannot combat the forces of nature, which are greater than his machinery and blow the lot to atoms. Man may send machines up in the air, but elemental forces over which he has no control may send them crashing to earth. He may build submarines for human destruction, but every once in a while the machine turns against its creator.

R-101 was a grim enough warning against the menace of the machine, but of what avail was that horrifying lesson?

The war was a mammoth demonstration of the destructive power of the machine, but does man cry out for the machine to be destroyed? Does he cry "Never again?"

A few voices, there are that cry out in the wilderness; but they are tragically in the minority. Man goes on building dirigibles, submarines, tanks, aeroplanes, and the machine goes on accelerating.

Next time there will be no escape for humanity. Civilisation will have destroyed itself, and then it will be a matter of time before the machine will have destroyed the machine.

It is any wonder that more and more intelligent people are growing disgusted with this speed-mad, machine-made thing we call civilisation. That more and more people are asking "What is the good of it all?" and trying to escape from it before it is too late, trying to snatch peace and sanity out of chaos and madness?

The Happiest People. Explorers are constantly testifying to the harm done to the natives of remote islands by the invasion of the white man, who brings to them firearms, alcohol, clothes in which to smother their nakedly healthy bodies, commercial enterprise for the corruption of their souls, and ready-made pleasures in place of simple, spontaneous happiness.

General Smuts once remarked that the happiest people in the world are the uncivilised African natives.

"Perhaps," you will say. "But who on earth wants to live in a mud hut, wear nothing but strings of beads, and die of disease because of not knowing how to cure it?"

Well, it would simplify life for all of us a lot if we lived in mud huts and wore nothing but strings of beads and lived on uncooked foods, and we should have fewer diseases because we should be living more as nature intended we should.

What is it we get out of civilisation which makes it so precious and so much a source of pride?

Civilisation gives us hospitals—its own indictment of the conditions under which we live; it puts men and women to work all day in factories to the roar of machines; it sends them down to the bowels of ships and into the "darkness at noon" of collieries.

Poison Gas Wars.

It gives us wars with poison gas and entire towns full of helpless men, women and children wiped out with the pulling of a lever. It fills our lunatic asylums. It gives us prisons where human misery is put in chains and labelled crime.

It gives us machines with which humanity may destroy humanity. It plays such havoc with our nerves that we must have alcohol and tobacco, and even drugs to keep us going. It breeds vice and crime and ennui. It makes us dependent on the artificial and the futile for relief from boredom.

When the peasants were required to evacuate the island of St. Kilda, every one said what wonderful new worlds would open up to these people—smart clothes, cinemas, wireless shops, restaurants, train and motor-cars.

Caught in the Machine.

Only to a comparatively few people did it seem to occur that here was tragedy, simple people being caught up in the machine of civilisation, their lives henceforth to be machine-made, like their clothes and their food and their pleasures; that henceforth they must keep the treadmill pace set by civilisation or go under. That it might be a lesser evil to wrest a meagre living from earth and sea than fight for it in the scum of the labour market, to the roar of the machine and the under-tow of competition and unemployment. Better the hardship of primitive conditions of living than the artificiality of civilisation with its unholy trinity of money-grabbing, lust for power, and good-time mania.

The drums beat and the saxophone wails.

"It's got me goin'."

"It's got me goin'."

"And I don't know where I'm headin' for!"

It is the voice of civilisation itself.

One day the machine will accelerate to such a pitch that it will blow itself up. It very nearly happened in the world war.

Next time there will be no escape for humanity. Civilisation will have destroyed itself, and then it will be a matter of time before the machine will have destroyed the machine.

Are Examinations Fair Tests Of Ability

Is A Better System Of Marking Necessary?

PART THEY PLAY IN LIFE

During the next week or two more than 40,000 boys and girls will be waiting anxiously for the results of the July examinations, writes Stephen Foot in the Daily Telegraph. Parents are also anxious, because it frequently happens that the post which they hope that their son will secure is dependent on his success in obtaining a school certificate.

The examination system, in fact, now plays such an important part in English life that we are in danger of becoming its slaves instead of its masters. It is as well, therefore, from time to time, for the public to examine the examiners with critical eye, and make sure that they are leading us in the right direction.

And now I am going to be bold enough to begin by saying that I approve of examinations; that on the whole they serve a useful purpose, and that I believe that we should be worse off without them. So long as human nature remains weak, examinations will be needed to test the work of both masters and boys.

Getting A "Credit."

But the test must be a fair one; there must be no cheating by the candidate—or by the examiner. When the result is announced, it must represent what the boy has accomplished by his own unaided efforts. No one would ask for more than this, but we have the right to demand that no one should receive less.

Yet each year there are hundreds of candidates who are treated with gross unfairness, and it is time that somebody took up the cudgels on their behalf.

In the Oxford and Cambridge School Certificate examination there are in each subject three grades, "Fail," "Pass," "Credit," and in order to secure a certificate it is necessary to pass in at least five subjects. Here is the record of candidate No. 1,194 in the examination held in December of last year. He secured a credit in no less than seven subjects:—

English,
History,
Geography,
Elementary mathematics,
Additional mathematics,
Physics,
Chemistry.

What a magnificent performance; how proud his parents must have been—a school certificate with seven credits!

Labeled Failures.

On the contrary, he was labelled as a complete failure; he did not get a certificate at all! When the names of the successful candidates appeared in the paper, his was not among them—that is why I cannot tell you his name. The names of many of his friends were there, even though they had only got a bare pass in four subjects and a credit in a fifth; but our friend with seven credits had nothing to show for his efforts—he had failed to get a certificate.

Here is candidate No. 1,765. He got credits in English, History, Latin, French, German, and also passed in the oral test for both French and German.

"Just the boy for us; good at languages," might say the staff manager of the firm that is opening-up, business on the Continent. Unfortunately the boy doesn't get the chance, because he failed to get a certificate, and the rule of the firm is that nobody will be accepted without one.

In the examination held in July of last year there were more than 600 boys and girls who failed to get certificates in spite of the fact that they had credits in at least three subjects, while seventy-six of these failures secured credits in five subjects or more.

How does this happen? Simply because the regulations provide that in order to obtain a certificate the five subjects must be distributed among the three groups, English subjects, languages, mathematics and science.

Obvious injustice.

Candidate No. 1,194 failed to secure a credit in German, but he secured a credit in Latin, French, English, and also passed in the oral test for both French and German.

Such regulations, however, are responsible for inflicting obvious injustice on boys of outstanding ability by labelling them as failures; their fault is that they are a little bit different from the common mould.

The solution of the problem is not very difficult, and the authorities have no excuse for their inaction, as the suggestion appeared two or three years ago in the Journal of Education. All that is necessary is that every candidate who enters for the certificate examination should receive a certificate, and on the back would be recorded the standard he had reached in each subject.

To maintain the purpose of the examination as a test of general education, candidates might still be compelled to take, at least five subjects drawn from the three groups, and the performance in each would be noted on the certificate. The fee of £2 5s. charged at present to each candidate should be ample to cover the cost of the extra clerical work.

Examiners Differ.

The second point that needs consideration is whether the examination is in fact a test.

A recent experiment conducted by the Durham University Examination Board suggests that the examination in English is much more like a lottery.

In this experiment the whole of the school certificate English papers from one school (forty-eight candidates) were marked separately by seven examiners. These examiners were specially selected for their experience and trustworthiness, while they were asked to be particularly careful as to the class in which each candidate was placed, the grading being "fail," "pass," "credit," "distinction."

The results of this experiment were staggering in their unexpectedness. Indeed, it is doubtful if there would have been greater divergence in the results if the names had been pulled out of a hat. In the first paper, which consisted of an English essay and a précis, Examiner A gave credit or distinction to 31 out of the 48 candidates;

Examiner B gave only 7 credits;
Examiner C gave 26 credits, and
Examiner D gave 21.

Candidate X was given 28 per cent. of marks by one examiner and 80 per cent. by another. According to two examiners he had failed, three judged him worth a credit, while one gave him a special distinction!

The paper on English Literature gave even more divergent results so far as passes and credits were concerned, since one examiner gave credits to 46 out of the 48 candidates, while another judged that 31 had failed or secured a bare pass. There was only one case which approached unanimity, and that was the candidate who was deemed by six examiners to have failed; the seventh, however, gave him a credit!

The differences of opinion and marking were so great that it seems almost certain that in the paper on Hamlet Shakespeare himself would have failed to get a credit from all the examiners.

The situation revealed by this experiment is the more serious when one realises that in most of the usual School Certificate examinations, and in the London Matriculation, English is a compulsory subject. I venture to suggest that it should be omitted altogether until some better system of marking can be devised.

£20,000 In Fees.

The last point on the subject of examinations should perhaps be dealt with from the pupil's point of view. The question of the influence of Mammon on the London Matriculation, or one of the School Certificate examinations, may easily bring in a return of £20,000 in fees during the year, and this should provide a very tempting surplus after paying for the examiners and the printing.

ORGAN RECITAL AT ST. ANDREW'S.

Boy Choristers Win Hearers' Hearts.

EXCELLENT PROGRAMME.

A pleasing organ recital, the main part of the programme containing excerpts of the works of Bach, Handel and Mendelssohn, was given by Mr. Frederick Mason, A.R.C.O., L.T.C.L., Organist of St. John's Cathedral, in St. Andrew's Church last night, before an appreciative congregation.

Mr. Mason was assisted by three Cathedral choristers, Masters P. Wilson, R. Jones and G. Budden, all of whom were in fine form with their sweet voices. Wilson rendered "For as He who hath called you," as a solo, while the famous Mendelssohn duet "I waited for the Lord" was sung by Jones and Budden, their voices ringing clear and true as bells across a moor.

During the recital, a hymn "The Church's one foundation," was sung during which a collection was taken in aid of the organ fund.

Mr. Mason displayed his skill, and among other pieces, played Handel's wonderful work, the "Hallelujah" chorus.

The programme was as follows:—

Prelude and Fugue in C minor, Bach
Aria from Suite in D, Bach
Soprano Aria "For as He who hath called you," S.S. Wesley
Intermezzo in B, Hollins
"Hallelujah" Chorus, Handel
Hymn 215.
Chanson D'Eto, Lemare
Duet for two sopranos "I waited for the Lord," Mendelssohn
Evensong, Easthope-Martin
Marche Solennelle, Mailly

CHINESE LEAVES \$117,700 FORTUNE.

Probate Of Wills Granted Here.

In the property of Tam Sie, alias Tam Sui, who died in the Government Hospital, Innisfail, North Queensland, on October 20, last year, probate has been granted to Tam Lin, trader, of No. 14, Koon Ma Terrace, Hong Kong.

Deceased who was 81 years of age at the time of his death, resided at Onen Street, Innisfail, and left an estate valued at \$117,700.

Petition for grant of probate in the goods of Jans Peter Christensen, late of No. 3, Kimberley Villas, has been granted, to Engelhardt Christensen, his second son. Deceased was formerly a cement burner at the Green Island Cement Company, and died on September 21 last, leaving estate valued at \$26,800. He left a widow, three sons and two daughters.

fering public. There was a boy in my house who wanted to enter Edinburgh University, and to satisfy the requirements of their Entrance Board it was necessary for him to show that he had passed an examination which would exempt him from the entrance examination of some English University.

The boy in question had secured a school certificate with five credits obtained simultaneously, including English, French and mathematics, and this was sufficient to exempt him from the Matriculation examination of London University. The certificate itself was not sufficient for Edinburgh University; they required, in addition, a guarantee from London University that the credits recorded on the certificate would give the boy exemption.

"Braggadocio." I sent the boy's certificate to the Matriculation Council of London University, asking them to give me a note that it satisfied their regulations, expecting, perhaps, to have to pay 2s. 6d. for the clerical work involved.

To my amazement, however, I received a reply stating that no decision could be given as to a candidate's eligibility for exemption without a fee of £3 ss.

I commend this incident to the Board of Education as an illustration of the misuse of power, little short of brigandage, exercised by a public body in the course of its educational function. The exact relationship of the Board of Education to these examinations is difficult to define. It is indeed rather doubtful whether the Board is able to exercise any controlling influence.

Quite recently I had an opportunity of making inquiries from the officials at the City School, where I had been asked to look up for the first time, and I was told that the Board of Education had no control over the examinations.

Young Soldier Charges Army Forces Crime

(Continued from Page 1.)

Mr. F. Anslow, Steward of the Government Civil Hospital, Hamilton, with his right hand bandaged, was brought into the Central Police Court before Mr. Wynne-Jones this morning, when he pleaded guilty to four charges: (a) theft of a mah-jongg set the property of Mr. Ichihara; (b) unlawful possession of stolen goods; (c) driving car No. 2231 without the permission of M. Rouillon, and (d) driving without a licence.

Charge Withdrawn.

Prosecuting on behalf of the Police, Detective-Inspector J. Murphy said that since the prisoner was charged he had made enquiries regarding the second charge, and found the owner of the articles to be the Rev. Father Bourke, of Wah Yan College, who did not wish to prosecute. The charge was withdrawn.

At about 4 a.m. on October 7, he said, the accused escaped from Military custody at Sham Shui Po Camp. A message was circulated to the Police. At 9 o'clock the same morning, the accused went into 5, Robinson Road, the house of Mr. Ichihara, gaining entrance from the back of the premises. He concealed himself in a dark corner, but a female servant saw him and went upstairs to inform her mistress. As she was going up the stairs, she saw the accused leave his place of concealment and walk into the sitting room in the front of the house.

Made His Escape.

The servant came down accompanied by Mrs. Ichihara, and both entered the sitting room. They arrived in time to see Hamilton climb over the verandah, dropping the mah-jongg set as he escaped. He ran down Robinson Road. The next day Mr. Ichihara wrote a letter to the Inspector-General of Police complaining of what had happened. Inspector Murphy was given the case, together with a full description of the man. When he returned to the charge room that night he saw the accused. He answered to the description.

At about 7 or 7.30 p.m. that night, accused got into a motor car at the City Hall, and drove the car across the road. He struck a tree and in backing struck another car. He then abandoned the idea of driving the car. He proceeded

down Des Voeux Road where he met a messenger of the Great Northern Telegraph Company riding a bicycle. He managed to take the bicycle from him, and rode along the road turning up Queen Victoria Street, where, on reaching the top, he abandoned the vehicle. He was chased by an Indian constable and bolted into the stairway of 25, Stanley Street. Here he produced a knife and brandished it. P.C. Moss came on the scene and took the accused to the Police Station.

A Bad Record.

Second-Lieut. D. R. Stevenson, of the Argylls, in reply to his Worship, said that Hamilton, as a soldier, had a very bad record. "He has been under detention on many occasions, and on this occasion he broke away from Military escort. He got the N.C.O. in charge into rather grave trouble," he said.

Accused joined the Army in November, 1929, said had been about two years abroad.

Reading his Military record sheet, his Worship stated that accused had once taken a motorcycle belonging to an Officer. "As a young man," said his Worship, "you had a very bad record indeed."

Hamilton—It is not my fault that I have a bad record. It is the Army.

His Worship—Not your fault that you stole from the house in Robinson Road?

Hamilton—No, sir.

Accused then made a statement, which his Worship could not understand.

Blames Detention.

Lieutenant Stevenson explained that the accused was trying to say that being kept in detention had driven him to commit these offences.

His Worship (to Hamilton)—It is not correct. On the first charge three months' hard labour. The second charge is withdrawn—you have to thank the Father for that. I will fine you \$25 or three weeks in default on the third charge, and \$10 on the first charge.

Replying to his Worship, the accused said that he had £3 10s to his credit. Lieut. Stevenson pointed out to his Worship that the Army always insisted in a soldier paying his fine.

COLLEGE CEREMONY COLOURFUL EVENT.

Anniversary Marked By Students.

In commemoration of the anniversary of the establishment of the Republic of China, the Wah Tai College held a concert in the hall of the Hotel Cecil yesterday afternoon. There was a large attendance which filled the hall to its capacity. The hall was tastefully decorated.

In a short speech, the Chairman, Mr. Wong Ying Yat, reminded the audience of the significance of the Day, and urged his fellow-students to strive for the realisation of the ideals of those who sacrificed their lives for the founding of the Republic.

A very enjoyable programme was provided in the form of music and short comic sketches. Chinese instrumental numbers were contributed by Messrs. K. Y. Fan, C. L. Yuen, C. H. Chou, K. P. Yu and M. W. Poon, whose rendering of Classical pieces was highly appreciated. The students gave an admirable display of Chinese boxing and wrestling.

"The Pig and the Monkey" kept the audience rocking with laughter. The Hong Kong Magic Services was responsible for my, styling the audience with a number of novel tricks. A Chinese sketch by the students brought the programme to a successful conclusion after which refreshment was served. These remarks for the arrangement of the programme are to be congratulated for its success.

INSULL DETAINED AT ATHENS.

Extradition Cannot Be Forced.

Athens, Yesterday. Samuel Insull, head of the huge American bankrupt combine, who has been flitting around Europe, was detained at his hotel here today, soon after his arrival, at the instance of the United States Minister, who, it is understood, has asked the Police to detain Insull, pending the receipt of a request for extradition.—Reuter.

Mysterious Cable.

Chicago, Yesterday. The Illinois State Attorney has subpoenaed Insull's secretary with a view to ascertaining who cabled him \$25,000 to Athens. The secretary admitted cabling the financier at Paris and Italy, but said he had no knowledge of the remittance.

It is indicated authoritatively in Washington that whether Insull is returned to the United States or not, depends on the Greek Government, for although the United States has ratified the Greek official journal publishing the extradition treaty, the ratifications have not yet been exchanged.

The State Attorney has urged the Governor of Illinois to request the State Department to ask Greece to deport Insull to Italy where the United States Embassy has already requested the authorities to arrest him.—Reuter.

Personal Para.

Dr. E. A. de Castro "Basto" was among the list of passengers bound for Valparaiso by the "Conte Rosso" which left on Sunday night.

Captain J. J. O'Connell, of the Argylls, and Surgeon and High Sheriff, left for Home on Sunday night, and the "Conte Rosso" will leave for Valparaiso on Sunday night.



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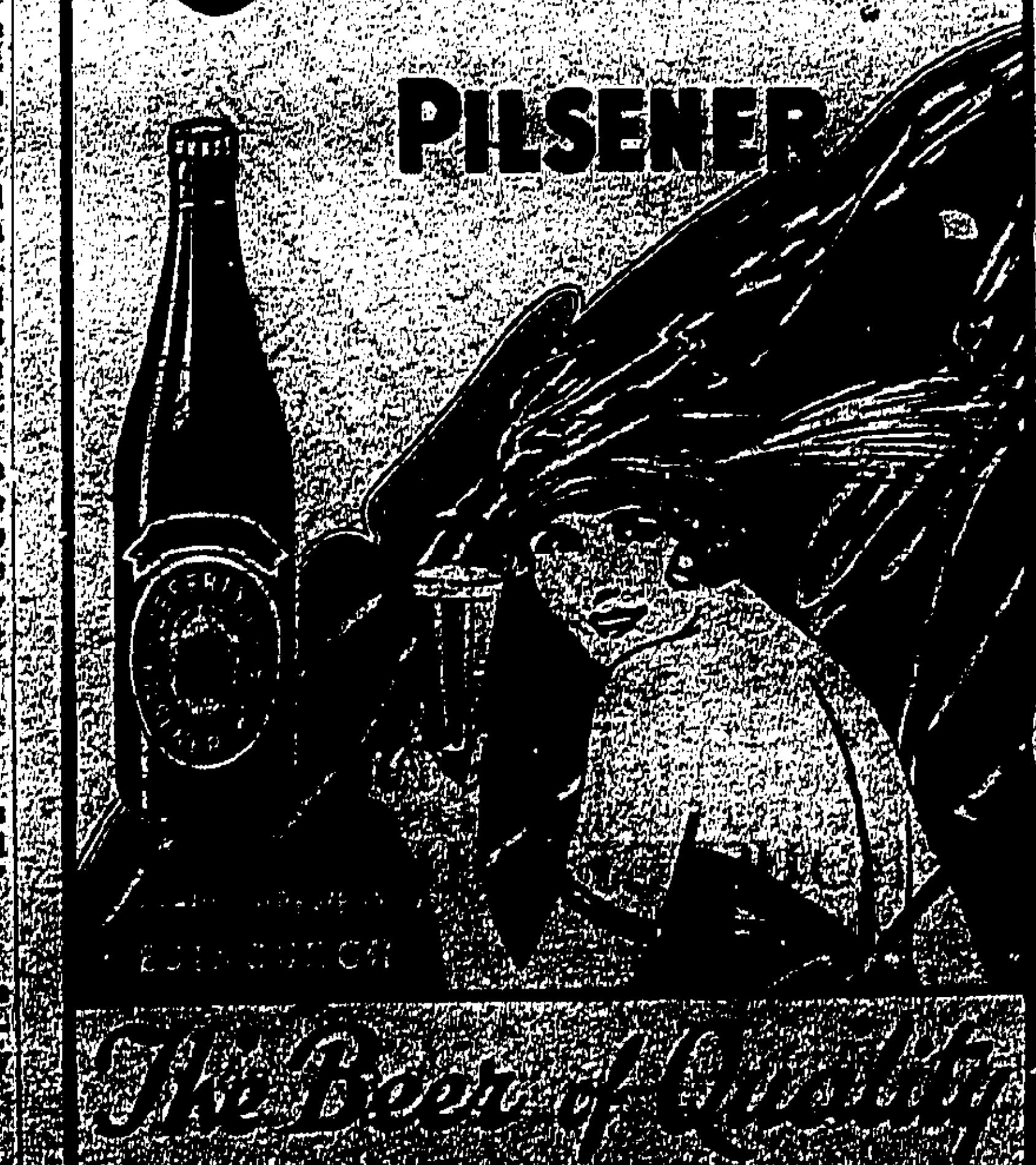


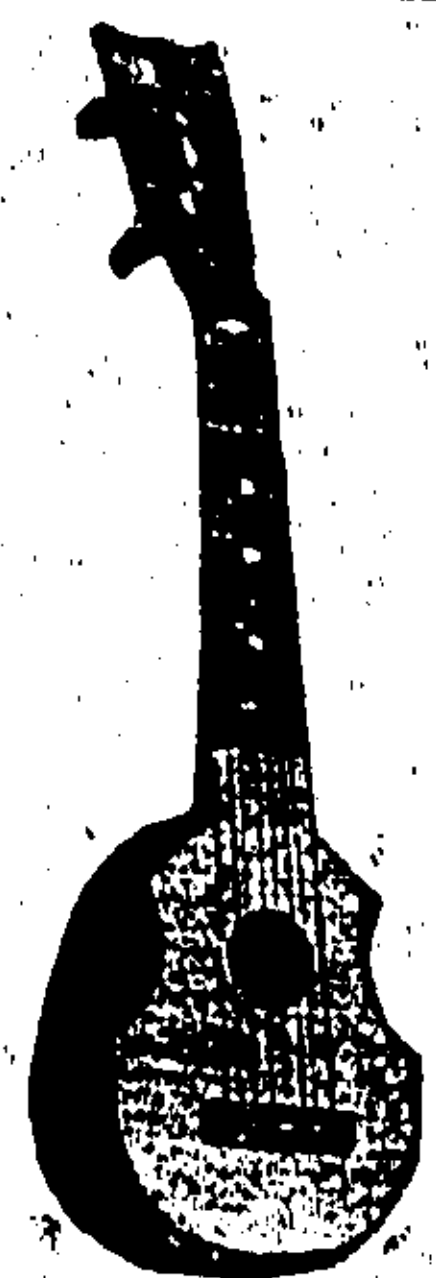
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The **MILLIGRAM** Vol. I, No. 1, Published July 1st

**A QUARTERLY BULLETIN
PUBLISHED IN THE INTERESTS OF
BETTER PUBLICITY IN THE FAR EAST BY
THE HOUSE OF MILLINGTON
SHANGHAI**

Principals and Executives interested in raising the standard of their
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MILLINGTON LIMITED, 113-115 AVE EDWARD VII.

Volunteers Beat H.K.C.C. For Second Win

RIDE AND GRIFFITHS
PUT ON 111.

Volunteers Second Win.

After equalling their opponents
score in the first innings the Volun-
teers XI defeated the Hong Kong
Cricket Club by 4 wickets yester-
day to register their second triumph
of the season. Last week-end they
defeated the Kowloon Cricket Club
in their first match of the season.

The feature of the match was the
second wicket partnership between
L. T. Ride (47) and R. H. Griffiths
(60) which realised 111 runs.

Scores:—

H.K.C.C.	
1st Innings.	
E. J. R. Mitchell, c Baker, b	4
Beck	0
L. A. R. Duncan, c & b Baker	0
J. Barrow, b Beck	0
J. Smith, c Davies, b Beck	7
G. S. Dunkley, l.b.w., b Beck	3
C. E. Gahagan, run out	7
H. J. D. Lowe, c Davies, b Beck	32
G. E. R. Divett, c Griffiths, b	3
Richardson	4
A. Reid, b Lowson	39
E. R. Duckitt, not out	43
A. Harbord, b Richardson	27
Extras (B10 LB4)	14
Total	180

Fall of the wickets:	
1 2 3 4 5 6 7 8 9	9 131
4 5 6 16 21 30 37 86	131

BOWLING ANALYSIS	
O.	M. R. W.
Beck	14 3 49 5
Baker	12 3 15 1
Richardson	6.3 0 29 2
Lowson	8 1 24 1
Simpson	5 1 20 0
Ride	2 0 14 0
Kilby	2 0 15 0

H. K. VOLUNTEERS.	
1st Innings.	
J. E. Richardson b Smith	33
L. T. Ride b Reid	28
R. H. Griffiths b Smith	25
A. C. Beck, c Mitchell, b	5
Duckitt	0
A. D. Lowson c Dunkley b	0
Smith	0
F. Baker l.b.w. b Duckitt	16
R. M. Wood c Dunkley b Divett	2
R. Stilliard b Duckitt	1
R. R. Davies l.b.w. b Smith	5
L. D. Kilbee b Reid	35
R. O. T. Simpson not out	1
Extras (B 19 LB 7 WB 3)	29
Total	180

Fall of the wickets:	
1 2 3 4 5 6 7 8 9	9 131
70 93 115 115 126 136 138 138	178

BOWLING ANALYSIS	
O.	M. R. W.
Reid	18 3 57 2
Lowe	1 1 0 0
Divett	6 0 34 1
*Smith	15 5 37 4
Duckitt	8 2 23 3
*bowed 3 wides.	

H.K.C.C.	
2nd Innings.	
H. J. D. Lowe c Kilbee b Beck	6
A. H. Harbord l.b.w., b Beck	11
E. J. R. Mitchell c Kilbee b Beck	1
J. Smith c Lowson b Beck	8
G. S. Dunkley l.b.w., b Baker	12
J. Barrow b Beck	2
A. Reid run out	28
E. R. Duckitt not out	43
L. A. R. Duncan c Wood b	0
Richardson	0
C. E. Gahagan c Ride b Kilbee	19
G. E. R. Divett c Lowson b	9
Kilbee	9
Extras (B 6 LB 3 NB 5)	14
Total	183

Fall of the wickets:	
1 2 3 4 5 6 7 8 9	9 131
8 14 25 30 39 46 93 98	186

BOWLING ANALYSIS	
O.	M. R. W.
*Beck	18 5 34 5
Baker	13 1 42 1
Lowson	3 0 22 0
Richardson	3 0 26 1
Kilbee	3 0 15 2

H.K. VOLUNTEERS.	
2nd Innings.	
J. E. Richardson b Reid	1
L. T. Ride c Smith b Duckitt	47
R. H. Griffiths c Dunkley, b	0
Smith	60
L. D. Kilbee not out	17
F. Baker c Gahagan b Reid	11
A. D. Lowson b Divett	0
A. C. Beck b Divett	0
R. Stilliard not out	0
Extras (B6 LB 5 WB 2)	13
Total (for 8 wks.)	155

Fall of the wickets:	
1 2 3 4 5 6	6
1 112 114 141 141 141	141

BOWLING ANALYSIS	
O.	M. R. W.
*Smith	9 0 46 1
Reid	13.4 1 35 2
Divett	6 1 24 2
Duckitt	8 0 9 1
*bowed 2 w. 4s.	

FINCHER SCORES 109 FOR
ONCE OUT.

694 Runs for 38 Wickets.

Mr. E. C. Fincher's XI gained a
splendid victory over Mr. F. Good-
win's XI at the K.C.C. yesterday
when they won by 7 wickets.

Both Fincher brothers displayed
good form, Teddy being the more
convincing of the two. In hitting
up 73 Teddy broke the ground re-
cord for this season. E. J. R.
Mitchell's 71 and his brother's effort
earlier in the day being the previous
highest scores. Included in his
knock were eleven boundary hits.

Scores:—
MR. GOODWIN'S XI

1st Innings.	
N. A. Mackay, c Fincher, b	15
Burnett	26
I. McInnes, c Dunne, b Burnett	18
E. F. Fincher, b Lyal	0
G. Lee, b Lyal	0
F. S. W. Smith, c Burnett, b	15
Lyal	63
F. Goodwin, not out	10
H. Hampton, c Burnett, b Perry	14
J. Hunter, b Overy	1
F. Dunnett, b Lyal	0
A. Spary, b Overy	0
G. White, c Lawrence, b Overy	0
Extras (B 18 WB 1 NB 2)	21
Total	181

BOWLING ANALYSIS	
O.	M. R. W.
*Burnett	13 1 44 2
*Hung	5 2 17 0
Lyal	9 2 43 4
Dunnett	2 0 18 0
Perry	3 0 27 1
Overy	1.4 0 11 3
*bowed 2 no balls.	
*bowed one wide.	

MR. FINCHER'S XI.	
1st Innings.	
E. C. Fincher, c Hunter, b Smith	36
W. C. Hung, c Smith, b McInnes	14
F. E. Lawrence, c Goodwin b	65
Smith	32
A. E. Perry, b McInnes	5
J. C. Lyal, c Lee, b Smith	8
G. C. Burnett, c Hunter, b Mc-	0
Innes	0
P. Dunne, b Fincher	10
A. A. Dand, b Fincher	0
E. O. Murphy, c Spary, b Fin-	7
cher	2
D. S. Green, b Dunnett	2
R. S. Capell not out	1
Extras (B 15 LB 1)	16
Total	188

BOWLING ANALYSIS	
O.	M. R. W.
McInnes	16 3 46 3
Goodwin	13 1 44 0
Lee	9 0 25 0
Smith	12 5 33 3
Fincher	4 0 21 3
Dunnett	1.5 0 3 1

MR. GOODWIN'S XI	
2nd Innings.	
N. A. E. Mackay, c Perry, b	0
Burnett	2
J. McInnes, c Dunne, b Lyal	7
E. F. Fincher, c Burnett, b	26
Lyal	12
F. S. W. Smith, c Fincher, b	10
Hung	5
G. Lee, b Burnett	4
F. Goodwin, b Burnett	10
H. Hampton, b Burnett	5
J. Hunter, c Dand, b Burnett	4
G. A. White l.b.w., b Lyal	4
F. Dunnett not out	1
A. Spary l.b.w., b Burnett	0
Extras (B10 LB2 WB2)	14
Total	149

BOWLING ANALYSIS	
O.	M. R. W.
Burnett	13 2 61 6
Lyal	11 3 32 8
*Hung	6 2 14 1
Dunne	5 1 28 0
*bowed 2 wide balls.	

MR. FINCHER'S XI	
2nd Innings.	
E. C. Fincher retired	73
J. C. Lyal, c Spary, b Smith	10
W. C. Hung, b Goodwin	1
A. E. Perry, c Spary, b Smith	39
G. C. Burnett, c Spary, b	39
McInnes	39
P. O. Dunne, c Smith, b	1
McInnes	1
F. E. Lawrence l.b.w., b White	4
E. O. Murphy not out	4
D. S. Green at Hunter, b White	0
A. A. Dand not out	1
Extras (B 7)	7
Total (for 8 wks.)	176

BOWLING ANALYSIS	
O.	M. R. W.
Goodwin	10 2 44 1
Smith	7 0 40 2
Lee	4 0 22 0
McInnes	7 1 40 2
Dunnett	4 0 17 0
White	2 0 6 2

CRICKET NOTES

THE MORROW

CHINESE CIVIL SERVANTS GALA NIGHT

Keen Competition.

The Chinese Civil Servants
Bathing Club held a most success-
ful gala night on Saturday night
when a large programme provided
keen competition.

The following were the results:

200 METRES (OPEN TO THE COLONY)	
1. Shek Kam-pui.	
2. Tsang Ho-fuk.	
3. Lau Yim-chung.	

50 METRES (MEN) FREE STYLE	
1. Lai Kam-cheuk.	
2. Chan Ping-hung.	
3. Lam Ping-tong.	

50 METRES (WOMEN) FREE STYLE.	
1. Miss Chan Woon-king.	
2. Miss Wong Kee-wan.	
3. Miss Ng Shun-ying.	

100 METRES (BOYS)	
1. Kung Yung-tai.	
2. Kwok Tse-shun.	
3. Cheng Yiu-wah.	

200 METRES (MEN) FREE STYLE.	
1. Chan Ping-hung.	
2. Mak Wai-ming.	
3. Lai Yim-cheuk.	

100 METRES (WOMEN) BREAST STROKE.	
1. Chan Woon-king.	
2. Wong Kee-wan.	
3. Ng Shun-ying.	

200 METRES (MEN) BREAST STROKE	
1. Ki Yim-woon.	
2. Kwok Tse-hee.	
3. So Yan-kit.	

200 METRES (WOMEN) FREE STYLE	
1. Chan Woon-king.	
2. Chan Fung-hing.	
3. Chan Choi-king.	

200 METRES (BOYS) FREE STYLE	
1. Mak Wai-ming.	
2. Chan Fung-hing.	
3. Kwok Tse-shun.	

100 METRES (WOMEN) BACK STROKE	
1. Chan Woon-king.	
2. Ng Shun-ying.	
3. Chan Fung-hing.	

100 METRES (MEN) BACK STROKE	
1. Lai Yim-cheuk.	
2. Chan Kam-fui.	
3. Kwok Tse-hee.	

DIVING EXHIBITION.	
1. Kwok Tse-shun.	
2. Mak Wai-ming.	
3. Chan Ping-hing.	
4. Ng Shun-ying (Miss).	

VICTOR LUDORUM.	
Chan Ping-hung.	

THREE HARBOUR SWIMS.

Chinese Physical Culture
Assn. Meeting.

FOUR ENTRANTS GIVE UP.

Thirty-one competitors took the
water in the three Harbour Swims
promoted by the Chinese Physical
Culture Association on Sunday
afternoon.

Twenty entered the Men's event
and seventeen completed the
course, while one of the five lady
entrants failed to cover the dis-
tance. In the Boys' event all six
competitors finished the course.

The following were the results:

MEN'S	
1. Kwok Chun-han.	
2. Wong Shun-man.	
3. Chan Kee-chung.	
4. Shek Kam-pui.	
5. Chan Fuk-shing.	
6. Tsang Ho-fuk.	
7. Chow Cheung-kwong.	
8. Kan Yee-ming.	
9. Poon Ping-man.	
10. William Yeung.	
11. Yue Kam-yut.	
12. Lee Yee-long.	
13. Ip Sam-cheung.	
14. Wong Yat-hung.	
15. Lam Siu-so.	
16. Chang Wai-kwong.	
17. Chan Sun.	

LADIES	
1. Yeung Wah-cheung.	
2. Mak Wai-ming.	
3. Lam De-lai.	
4. Ng Yent-kuen.	

BOYS	
1. Yeung Shun-king.	
2. Leung Wing-han.	
3. Lam Pui.	
4. Yuen Chih-kock.	
5. Chu Sai-kuen.	
6. Ng Yent-hing.	

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LANE, CRAWFORD'S

This fact is proven by the Quality
of the merchandise sold — For
instance, the

Comfortable & Durable
Upholstery.

now on display for your inspection.

will stand up to hard wear and
climatic conditions as well or better
than any other furniture sold out

East! Every piece is made under
European supervision in the factory
of:

LANE, CRAWFORD, LTD.

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**SPORTS
ALMANAC**
THE BEST 50 CENTS WORTH

MAN LOONG.

PRESERVED GINGER MANUFACTURERS.

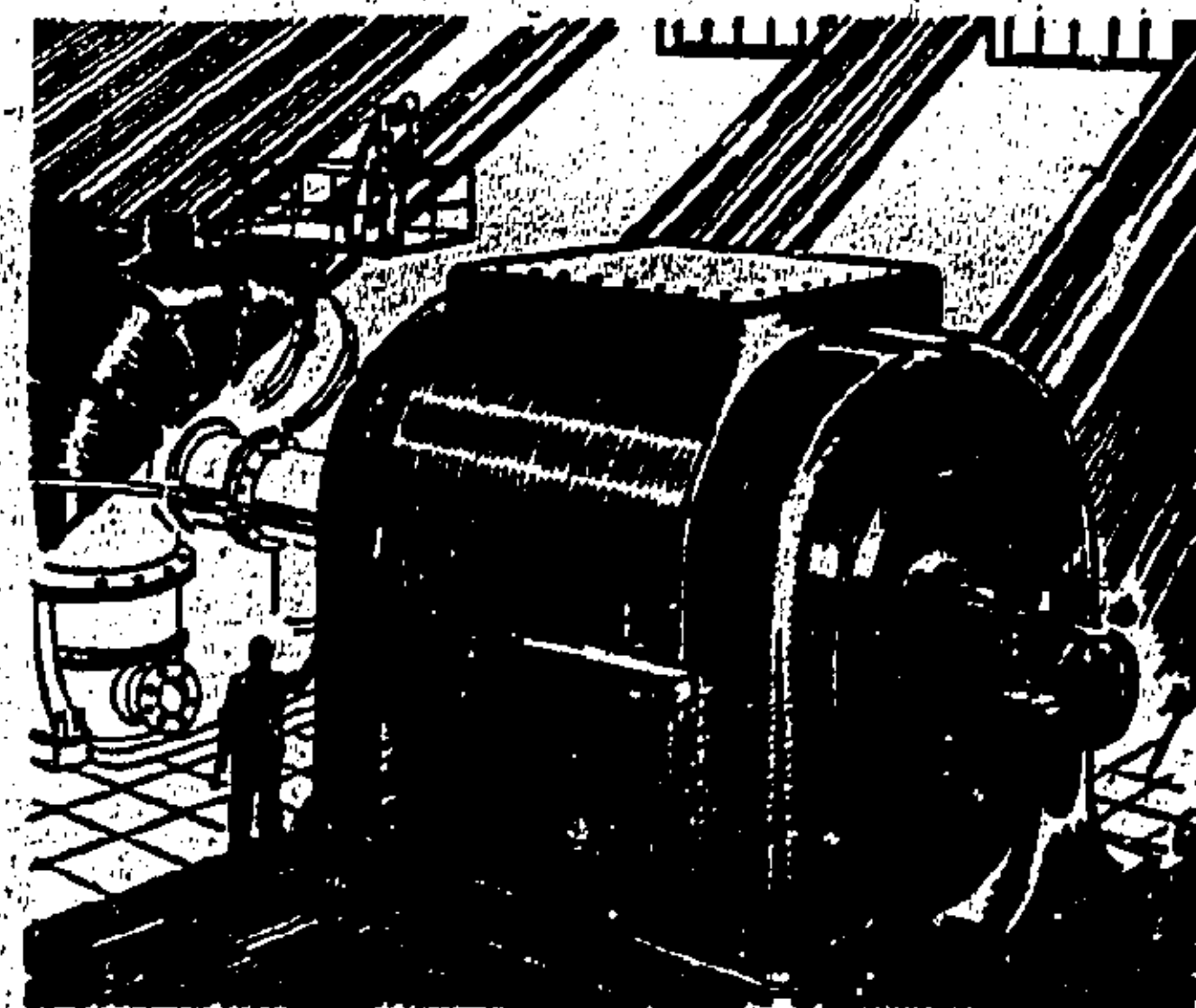
NEW SEASON PRESERVED GINGER

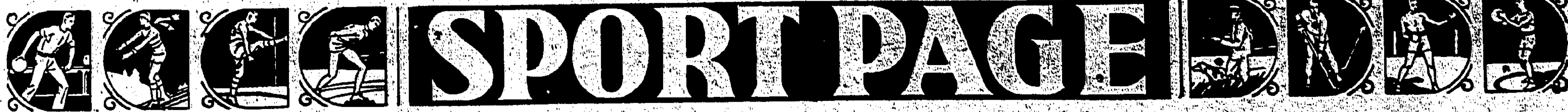
Best Quality — Prompt attention to Exporters.

Office:—2, Dundas Street, Kowloon. Tel. 57088.

Factory:—2, Godown, Praya, Dundas Street, Mongkok.

POWER





CASH SWEEPS HIGHER BUT DIVIDENDS SMALLER

04.70	29	MANUFACTURE AND	AND 3)
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14-00000 SCAMMELL, J. TO
15-00000 DOWNEY, G. W.

IP PAK-WAH IN DAZZLING FORM

[illegible]

visiting Hankow, after starting off with a victory over the International Race Club, improved upon this performance by winning the first of the three Interport matches against Hankow by the handsome score of 21-14.

Shanghai's representatives were: J. Harvey (skip), R. Conduit, R. Dorrance, and W. Train.

FINE RECORD OF SIGNALS

St. Andrew's Club and the Royal Corps of Signals, both serious contenders for the Shield, also enjoyed comfortable victories at the expense of the Royal Engineers, whom the Saints defeated by 8-1, and the Tamar and Small Ships, who were defeated by the Signals by the score of 7-2.

With a year and one-half more over the deadline, leaving their cars in the lot, poor insurance rates and a lack of maintenance.

By 12:00 noon, 6/24

29/11/1964

23/1	Chelmarsh (o)	83/1 (t)
25/1	Sigiri (t and o)	
35/1	Roi de Paris (t and o)	
38/1	Palohoe (o)	40/1 (t)
39/1	Fireway (o)	
40/1	Prince Oxendon (o)	
	50/1 (t)	
40/1	Capric (o)	
40/1	Gypsy Greeting (o)	
50/1	Manoe (t and o)	
50/1	Tor (o)	
50/1	Mac's Choice (o)	50/2 (t)
50/1	West Winton (o)	45/1 (t)
50/1	Reflex (t and o)	
50/1	Powerful (o)	
50/1	Charmingly (o)	
50/1	Drifter (o)	

LLOYD TRIESTINO
NAV. CO.



EXPRESS MAIL PASSENGER SERVICE.
For Brindisi, Venice, Trieste and London (Overland)
via Singapore, Colombo, Bombay, Aden, Suez and Port Said.
NEXT SAILING 9th NOVEMBER
FOR
FREIGHT & PASSAGES
APPLY TO
DODWELL & CO. LTD.
Queen's Bldg. Tel. 28021.

NYK LINE

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
TATSUTA MARU Wednesday, 19th October.
ASAMA MARU Wednesday, 2nd November.
TAIYO MARU Tuesday, 15th November.

SEATTLE & VANCOUVER.
HIYE MARU (starts from Kobe) Saturday, 29th October.
HEIAN MARU (starts from Kobe) Saturday, 19th November.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.
FUSHIMI MARU Saturday, 15th October.
HAKUYAKI MARU Saturday, 29th October.
TERUKUNI MARU Friday, 11th November.

SYDNEY & MELBOURNE via Manila & Port.
KAMO MARU Saturday, 29th October.
KITANO MARU Saturday, 26th November.

MANILA.
TATSUTA MARU Thursday, 13th October.

BOMBAY via Singapore, Penang, & Colombo.
TANGO MARU Tuesday, 11th October.
HAKODATE MARU Saturday, 15th October.
TOKIWA MARU Saturday, 29th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
HEIYO MARU Tuesday, 18th October.

NEW YORK, BOSTON via Panama.
LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, Genoa, Marseilles & Valencia.
TOYOOKA MARU Wednesday, 18th November.

CALCUTTA via Singapore, Penang & Rangoon.
MORIOKA MARU Saturday, 15th October.
CALCUTTA MARU Saturday, 29th October.
MURORAN MARU Tuesday, 8th November.

SHANGHAI, KOBE & YOKOHAMA.
HAKUSAN MARU Friday, 14th October.
MALACCA MARU Tuesday, 18th October.
KITANO MARU (Nagasaki direct) Friday, 21st October.
† Cargo only.

For further information apply to:—**NIPPON YUSEN KAISHA**
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

Destination	Ship	Day	Date
LONDON, ROTTERDAM, HAMBURG & ANTWERP via Aden	London Maru	Sat.	29th Oct.
NEW YORK via Japan, Los Angeles and Panama. Call Direct at Cristobal, Puerto Colombia, Boston Philadelphia & Baltimore	Kwantu Maru	Sat.	19th Nov.
RIO-DE-JANEIRO, SANTOS, MONTEVIDEO & BUENOS AIRES via Saigon, Singapore, Colombo, Durban, PORT ELIZABETH and Cape Town	Mentevideo Maru	Fri.	28th Oct.
MOMBASA, ZANZIBAR, DAR ES SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH, BETH CAPE TOWN and SOUTH AMERICAN PORTS. Via Singapore & Colombo.	Africa Maru	Mon.	7th Nov.
MANILA, MELBOURNE, BRISBANE, SYDNEY, WELLINGTON & AUCKLAND direct	Melbourne Maru	Sat.	5th Nov.
BOMBAY via Singapore, Belawan, Deli and Colombo	Borneo Maru	Wed.	19th Oct.
CALCUTTA via Singapore, Penang and Rangoon	Havana Maru	Thurs.	20th Oct.
JAPAN PORTS	Canella Maru	Mon.	10th Oct.
KEELUNG via Swatow and Amoy (from Oct. 1, noon every Sunday)	Hosan Maru	Sun.	18th Oct.
TAKAO via Swatow and Amoy (10 a.m. every other Thursday)	Canton Maru	Sun.	23rd Oct.
	Dell Maru	Thurs.	20th Oct.
	Hosan Maru	Sun.	18th Oct.
	Canton Maru	Sun.	23rd Oct.
	Dell Maru	Thurs.	20th Oct.

Onits Ports underlined.
For Further Particulars Please apply to—
OSAKA SHOSHEN KAISHA.
Telephone 32941.



Arrival Of Ships

Friday, October 7.
Col di Lana, Italian str., 3,709 tons, Capt. A. Raimondi, from Saigon, buoy No. A8.—Dodwell & Co.
Fjorden, Norwegian str., 1,713 tons, Capt. L. Handeland, from Saigon, buoy No. B7.—Wallem & Co.
Kingyuan, British str., 1,546 tons, Capt. F. W. Jenkins, from Canton, buoy No. B16.—B. & S.
Sipiroh, Dutch str., 1,082 tons, Capt. L. A. V. Van Aubel, from Samarinda, Yaumati Anchorage.—J.C.J.L.
Svale, British str., 1,353 tons, Capt. Wilkins, from K. C. Wan, C.M.S.N. Wharf.—Oriental & Co.

Saturday, October 8.
Apoei, British str., 1,776 tons, Capt. C. Boyce, from Hoihow, Talkoo S. Wharf.—Wo Fat Sing.
Ho Sang, British str., 5,898 tons, Capt. T. Grant, from Amoy, buoy No. B16.—J.M. & Co.
Honolulu Maru, Japanese str., 3,540 tons, Capt. K. Yagata, from Singapore, buoy No. A4.—O.S.K.
Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On & Co.
Malaya, Danish str., 5,511 tons, Capt. H. K. Christensen, from Taingtai, buoy No. A2.—John Manners & Co.
Tonkin, French str., 906 tons, Capt. J. Bonnamour, from Port Bayard, buoy No. 89.—M.M. & Co.
Sunning, British str., 1,570 tons, Capt. F. Gibbs, from Swatow, buoy No. B3.—B. & S.
Wing Wo, Portuguese str., 495 tons, Capt. I. D. de Lemos, from K.C. Wan, buoy No. B11.—Wo Hop & Co.
Wong Shek Kung, Chinese str., 1,044 tons, Capt. A. Leihovet, from Saigon, buoy No. B5.—Hing Lee & Co.

Sunday, October 9.
Chak Sang, British str., 1,470 tons, Capt. J. McAnish, from Canton, buoy No. B2.—J. M. & Co.
Conte Rosso, Italian str., 9,865 tons, Capt. G. C. Mauri, from Shanghai, Kowloon Wharf.—Dodwell & Co.
Diomed, British str., 3,354 tons, Capt. W. A. Townner, from Singapore, Holt's Wharf.—B. & S.
Graciosa, Norwegian str., 1,029 tons, Capt. A. Markussen, from Java, buoy No. B8.—Thoresen & Co.
Haining, British str., 832 tons, Capt. E. Walker, from Swatow, Douglas Wharf.—Douglas & Co.
Hiroshi Maru No. 3, Japanese str., 664 tons, Capt. Yokada, from Keelung, Yaumati Anchorage.—M.B.K.
Hiram, Norwegian str., 1,109 tons, Capt. E. R. Hanney, from Swatow, buoy No. B4.—Thoresen & Co.
Hongpeng, British str., 2,525 tons, Capt. C. Cowan, from Swatow, buoy No. A14.—Ho Thong & Co.
Kalgan, British str., 1,556 tons, Capt. J. D. Whyte, from Swatow, buoy No. B3.—B. & S.
Kasugasan Maru, Japanese str., 1,425 tons, Capt. M. Suguki, from Milke, buoy No. B23.—M.B.K.
Luchow, British str., 1,221 tons, Capt. Paul, from Amoy, Stonecutters Anchorage.—B. & S.
Mary Moller, British str., 1,374 tons, Capt. Foster, from Canton, C.M.S.N. Wharf.—C.M.S.N. & Co.
Nanning, British str., 1,486 tons, Capt. Grosset, from Amoy, buoy No. B18.—B. & S.
Tjikembang, Dutch str., 5,028 tons, Capt. J. J. Duit, from Manila, buoy No. A9.—J.C.J.L.
Tijsondard, Dutch str., 5,019 tons, Capt. Rees, from Amoy, buoy No. A1.—J.C.J.L.
Tainan, British str., 2,100 tons, Capt. W. She, from Amoy, buoy No. B1.—B. & S.
Iris, Dutch str., 2,214 tons, Capt. H. J. Carsten, from Balikpapan, North Point.—A.P.C.
Jatuhanda, Danish str., 5,721 tons, Capt. J. Andersen, from Shanghai, buoy No. A6.—John Manners & Co.

Monday, October 10.
Canada Maru, Japanese str., 3,563 tons, Capt. J. Kobayashi, from Batavia, buoy No. A2.—O.S.K.
Chekiang, British str., 1,313 tons, Capt. W. A. Orwin, from Canton, buoy No. A3.—B. & S.
Foo Shing, British str., 1,423 tons, Capt. Thompson, from Swatow, West Point Wharf.—Jardine, Matheson & Co.
Kaitangata, British str., 1,202 tons, Captain J. Crosthwaite, from Samarinda, buoy No. B7.—Williamson & Co.
Koromiko, British str., 1,541 tons, Capt. E. Jones, from Kamfa, Stonecutters.—Sze Wai & Co.
Lushan Maru, Japanese str., 1,503 tons, Capt. T. Tomioka, from Canton, Yaumati.—N.Y.K.
Mao Lee, Chinese str., 1,023 tons, Capt. Watanabe, from Swatow, Yaumati.—Yee Tai Hong.
Ninghai, British str., 1,482 tons, Capt. Mailey, from Amoy, buoy No. B14.—B. & S.
President Wilson, American str., 8,319 tons, Capt. M. Ridley, from Manila, Kowloon Wharf.—Dollar Line.
Rhexenor, British str., 4,995 tons, Capt. Holden, from Manila, Holt's Wharf.—B. & S.
Sunning, British str., 1,570 tons, Capt. F. Gibbs, from Canton, buoy No. B15.—B. & S.

CLEARANCES.
Monday, October 10.
Canada Maru, for Takao.
Chekiang, for Amoy.
Conte Rosso, for Singapore.
Diomed, for Shanghai.
Hong Peng, for Singapore.
Honolulu Maru, for Moji.
Hydrangea, for Swatow.
Kasugasan Maru, for Bangkok.
Mao Lee, for Hongay.
Sipirok, for Whampoa.
Svale, for Kwang Chow Wan.
Yat Shing, for Canton.

HARBOUR OFFICE.

Good Freight Figures In Yesterday's Reports.

The Harbour Office Reports for the 24 hours ended at 9 a.m. yesterday gave a free movement of vessels with a high tonnage. Freight rates were up to the mark, both the inwards and throughs reaching five figures. The total tonnage entered was 54,020.

There were 13 inward registries, of which eight were British and five of four figures, while of the 11 throughs, seven were British and six of four figures. One vessel arrived in ballast.

Passengers entered during the period included 174 Europeans and 999 Asiatic deck, British vessels carrying 763 out of the total in all classes.

Details follow:—

Nationality	Arr.	H.K. Tons	Dep. Tons	Cargo Tons
British	11	19,010	5	12,373
American	1	89	1	1,970
Dutch	1	489	—	3,471
Danish	1	80	1	500
Italian	1	1,745	1	—
Norwegian	2	—	3	4,505
Japanese	—	—	—	—
	18	22,243	11	23,024

WARSHIPS IN PORT.

The following vessels were in port yesterday:—
Blain—Tamar.
North Wall—Folkestone and Whitshed.
East Wall—Parthian and Oswald.
South Wall—Keppel, Witch and Wild Swan.
North Arm—Verity.
West Wall—Suffolk.
Dock—Parsons and Olympus.
No. 6 Buoy—Devonshire.
No. 7 Buoy—Phoenix.
No. 9 Buoy—Moth.
No. 11 Buoy—Wishart and Wren.
No. 12 Buoy—Whitehall and Veteran.
Foreign Men-of-War.
U.S.S. Canopus and submarines 38, 37, 88, 89, 40, 41.
U.S.S. Pigeon.
U.S. Destroyer Paul Jones.

CONSIGNEES' NOTICE.

Consignees of cargo, via s.s. Benmoor, are reminded to take delivery of their goods which will be subject to rent after October 12.

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Chartered M.V. "COL DI LANA" with cargo ex M.V. "HIMALAYA".

From TRIESTE, VENICE, BRINDISI, PORT SAID, SUEZ, ADEN, KARACHI, BOMBAY, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Owing to the return of the M.V. "Himalaya" to Trieste with Engine Trouble, cargo shipped by her has been transferred to the Chartered M.V. "Col Di Lana" and has now arrived.

Optional Cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 13th October, will be subject to rent.

All claims against the vessel must be presented to the Underwriter on or before the 22nd October, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th October at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

In the case of dutiable cargo, Consignees are requested to inform the Imports & Exports Office that they have such goods for examination.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO. LTD.
Agents.

Hong Kong, 7th October, 1932.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENMOOR"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th October, 1932, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 26th October, 1932, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th October, 1932, at 10 a.m. by Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO. LTD.
Agents.

Hong Kong, 6th October, 1932.

HONG KONG TIDES.

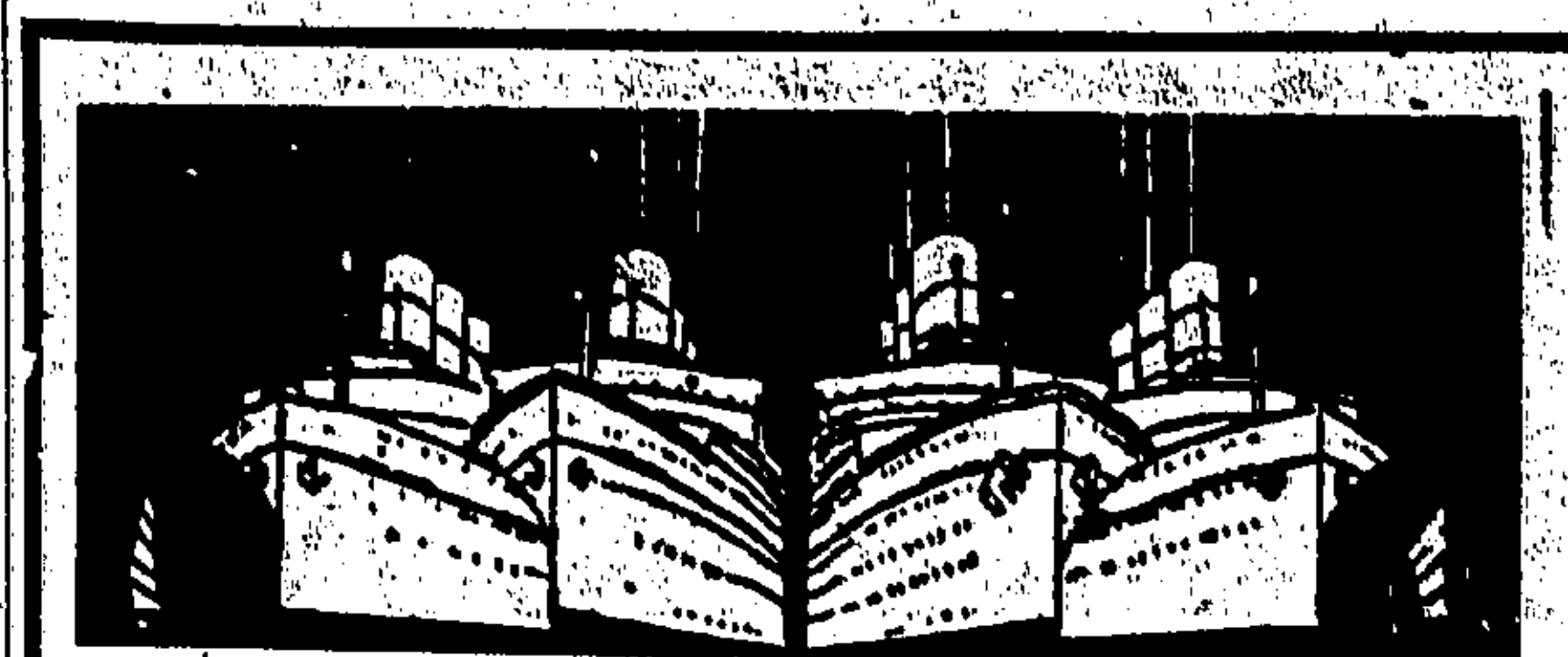
The time used is Standard, or Mean Time of the meridian of 120 deg. E. 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

October 11 to 17, 1932.

Date	High Water	Low Water
Oct. 11	8.50	2.10
Oct. 12	9.40	3.00
Oct. 13	10.30	3.50
Oct. 14	11.20	4.40
Oct. 15	12.10	5.30
Oct. 16	13.00	6.20
Oct. 17	13.50	7.10

STEAMER MOVEMENTS.

The B.M.S. Empress of Japan arrived at Kobe on Oct. 9 (Sat.) 3 p.m. left Kobe on Oct. 9 (Sun.) 10 p.m. and is due at Shanghai to-day. She will leave Shanghai (for Hong Kong) to-morrow (Wed.) 1 p.m.



"EMPRESSES" ARISTOCRATS OF THE PACIFIC

Offer the Utmost in
SPEED — SIZE — SPACE — LUXURY
AND
SERVICE

Ship	From	To	Date
Emp. of Japan	Oct. 21	Oct. 24	Oct. 26
Emp. of Asia	Nov. 4	Nov. 7	Nov. 10
Emp. of Canada	Nov. 18	Nov. 21	Nov. 24
Emp. of Russia	Dec. 2	Dec. 5	Dec. 8
Emp. of Japan	Dec. 16	Dec. 19	Dec. 22
Emp. of Asia	Dec. 30	Jan. 2	Jan. 5
Emp. of Canada	1933	1933	1933
Emp. of Russia	Feb. 1	Feb. 4	Feb. 7
Emp. of Japan	Feb. 17	Feb. 20	Feb. 23
Emp. of Asia	Mar. 2	Mar. 5	Mar. 8
Emp. of Canada	Mar. 17	Mar. 20	Mar. 23
Emp. of Russia	Mar. 24	Mar. 27	Mar. 30

SPECIAL REDUCED RETURN — FARES TO EUROPE —

via
— CANADIAN PACIFIC —
IN BOTH DIRECTIONS OR
Via CANADA returning P.O.
or vice versa.

CONSULT US BEFORE COMPLETING
YOUR
TRAVEL ARRANGEMENTS.

CANADIAN PACIFIC

THE WORLD'S GREATEST TRAVEL SYSTEM.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"AJAX" 13th Oct. For M'Isle, L'don, R'dam & Hamburg
"RECTOR" 26th Oct. For M'Isle, L'don, R'dam & Glasgow

LIVERPOOL SERVICE.

"DARDANUS" 15th Oct. For Havre, Liverpool and Glasgow
"AUTOMEDON" 27th Oct. For Tripoli, Liverpool, Havre and Glasgow

NEW YORK SERVICE.

"BEEKNOR" 11th Nov. For Boston, New York and Baltimore
Philippine, Port Swettenham and Singapore

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"PROTEUS" 2nd Nov. For Victoria, Seattle and Vancouver
"IXION" 23rd Nov. For Victoria, Seattle and Vancouver

INWARD SERVICE.

"AENEAS" 17th Oct. For Shanghai, Taku and Dairen
"LYON" 22nd Oct. For Shanghai, Kobe & Yokohama

Specially reduced fares are quoted for cargo steamers with limited passenger accommodation.
For freight, passage rates and information apply to the undermentioned.
All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire.
Agents.

TRAVEL A-O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday & Saturday. Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE - TAIPING (Australia)
FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON and STEWARDESSE CARRIED.
Every Year Short Leave in Australia and New Zealand, Hong Kong, Sydney — 19 Days.
FIRST CLASS FARE TO SYDNEY, 100 RETURN
LONDON (via Australia) from 1150-15-0
(Australian Monopoly on the Line)

STEAMER	Dep. Hong Kong	Leave Hong Kong	Leave Manila	Dep. Sydney
CHANGTE	Oct. 11	Oct. 11	Oct. 24	Nov. 4
TAIPING	Nov. 11	Nov. 11	Nov. 24	Dec. 4
CHANGTE	Dec. 11	Dec. 11	Dec. 24	Jan. 4
TAIPING	Jan. 11	Jan. 11	Jan. 24	Feb. 4

AUSTRALIAN-ORIENTAL LINE LIMITED
Butterfield & Swire Agents—Hong Kong, Shanghai.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonn	From Hong Kong About	Destination.
1932.			
*SOMALI	6,800	15th Oct.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
NALDERA	16,000	22nd Oct.	Bombay, Marseilles & London.
RAJPUTANA	17,000	5th Nov.	Bombay, Marseilles & London.
*BANGALORE	6,500	12th Nov.	Bombay, Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
CORFU	15,000	19th Nov.	Bombay, Marseilles & London.
COMORIN	15,000	3rd Dec.	Bombay, Marseilles & London.
*BHUTAN	6,000	10th Dec.	Bombay, Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
RANPURA	17,000	17th Dec.	Bombay, Marseilles & London.
KAISAR-I-HIND	12,000	31st Dec.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca.

† Calls Karachi, Cutch Mandvie & Kundra.

Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piraeus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

*TILAWA	10,000	18th Oct.	Singapore, Penang & Calcutta.
TALMA	10,000	27th Oct.	Singapore, Penang & Calcutta.
SANTHIA	8,000	12th Nov.	Singapore, Penang & Calcutta.

* Calls at Rangoon.

B.I. Apcar Line steamers have excellent accommodation for
1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	7,000	2nd Nov.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
TANDA	7,000	2nd Dec.	
NANKIN	7,000	31st Dec.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.
Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

SANTHIA	8,000	19th Oct.	Amoy, Moji, Kobe & Yokohama.
CORFU	15,000	21st Oct.	Shanghai, Kobe & Yokohama.
*BHUTAN	6,000	30th Oct.	Shanghai, Kobe & Yokohama.
COMORIN	15,000	4th Nov.	Shanghai, Kobe & Yokohama.
RANPURA	17,000	12th Nov.	Shanghai, Kobe & Yokohama.
*SUDAN	6,800	25th Nov.	Shanghai, Moji, Kobe & Yokohama.
MALWA	11,000	28th Nov.	Shanghai, Kobe & Yokohama.
KAISAR-I-HIND	12,000	2nd Dec.	Shanghai, Moji, Kobe & Yokohama.
RANCHI	17,000	18th Dec.	Shanghai, Kobe & Yokohama.
*BURDWAN	6,500	29th Dec.	Shanghai, Kobe & Yokohama.
CARTHAGE	14,000	30th Dec.	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
All cabins are fitted with Electric Fans or Pumps Louvre System.
Steamers on London and Australian Lines are fitted with Laundries.
Passengers travelling not more than 500 miles will be received at the Com-
pany's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Commercial Rd. C. Hong Kong. Agents.

POLICE RESERVE.

Orders for the Current Week.

Order by the Hon. Mr. T. H. King, Inspector General of Police.
Winter Uniform.

Members of the Chinese and Indian Companies, Flying Squad and Emergency Unit Reserve are warned to get their Winter Uniform ready; those who are not in possession of same will apply to their respective Equipment Officers, Chinese Company.

Training Course—Part II.—All recruits will attend at the Chinese Company's Headquarters to-day at 5.30 p.m. for instruction.

Revolver Practice.—Revolver practice will be carried out by members of the Chinese Company on the Bowen Road Range to-morrow at 5.30 p.m. under S. I. Hopkins. All members who have been detailed will assemble at the Range at that time.

Inspection Parade.—All ranks of the Chinese Company will parade at Central Police Station on Thursday, October 13 for a general inspection of equipment etc. by the Company Commander. Fall in at 5.30 p.m. sharp. Dress—White Uniform, Cap with White Cover, Belt, Truncheon, Whistle, Armband and Badge, "Pocket Policeman" and note-book to be carried. Those not in possession of uniform will attend in mufti. No members may be absent from this parade without leave from the Company Commander. The Equipment Officer will make it a point of being present. Recruits will attend.

Flying Squad.
Strength.—Constable R355 Lee Hung Kwan has been taken on the strength of the Flying Squad and posted to the Hong Kong Section as from October 3, 1932.

Training Course—Part II.—All members who have not passed part II. of Training Course should attend at the Chinese Company's Headquarters, 17, Queen's Road Central to-day.

Emergency Unit Reserve.

Parade.—All ranks of the Emergency Unit Reserve will parade at Central Police Station on Friday, October 14 for a general inspection of equipment etc. by the Deputy Superintendent of Police (Reserve). Fall in at 5.30 p.m. sharp. Dress—Khaki Uniform, Belts, Holsters, Revolvers, Rifles and Batons. No member may be absent from this parade without leave from the Company Commander. Police Van will leave Queen's Pier at 5.20 p.m.

Rifle Practice.—A rifle practice will be carried out by the members of the Emergency Unit Reserve on the Kowloon Tong Rifle Range on Sunday, October 16 at 10 a.m. Members will assemble at the Range at that time.

Sgd. D. L. KING,
D. S. P. (R).
Hong Kong, October 10, 1932.

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The air mail for each country will be landed at the place named in brackets.

The Air Mail Service from Saigon to Europe is weekly. The Hong Kong-Saigon connection will be maintained by the regular fortnightly sailing of the French mail steamers and on alternate weeks by any available steamers that can make the connection at Saigon.

Letters for this route should be marked "Saigon-Marseilles Air Service" and handed in at the G.P.O. or Kowloon Post Office.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

INWARD MAILS.

TUESDAY, OCTOBER 11.

Shanghai and Swatow Kanchow || Japan and Shanghai | D'Artagnan |
| Saigon | Felix Roussel |
| Japan | Tilawa |

WEDNESDAY, OCTOBER 12.

Shanghai and Swatow Suiyang |

OUTWARD MAILS.

TUESDAY, OCTOBER 11.

Fort Bayard, Hoihow, Pakhoi and
Haiphong Tonkin || Saigon, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles | D'Artagnan (Due Marseilles, Nov. 11). |

K.P.O.

Registrations Oct. 11, 1 p.m. || Letters | Oct. 11, 1 p.m. |
| Shanghai, Japan, Honolulu, U.S.A., *Canada, Central and South America and *Europe via San Francisco | |

Shanghai, Japan and *Europe via
Siberia || Swatow, Amoy and Foochow | |
Samshui and Wuchow	
Swatow	
Manila	

WEDNESDAY, OCTOBER 12.

Straits, Egypt and Europe via
Marseilles |

K.P.O.

Registrations Oct. 12, 1 p.m. || Letters | Oct. 12, 1 p.m. |
| Amoy | |

*Superscribed Correspondence only.

G.P.O.

Registrations Oct. 11, 1.45 p.m. || Letters | Oct. 11, 2.30 p.m. |

Pres. Wilson
(Due San Francisco, Nov. 1).
Parcels Oct. 8, 5 p.m. || Registrations | Oct. 5 p.m. |
| Letters | Oct. 11 8.30 a.m. |

Felix Roussel 2 p.m. || Hai Ning | 2 p.m. |
Kong Ning	4 p.m.
Chak Sang	5 p.m.
Ouderkirk	5 p.m.

WEDNESDAY, OCTOBER 12.

Ajax
(Due Marseilles, Nov. 10).

G.P.O.

Registrations Oct. 12, 1.45 p.m. || Letters | Oct. 12, 2.30 p.m. |
| Tsinan | Oct. 12, 8.30 p.m. |

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| Pres. McKinley | Nov. 21 | Pres. Madison | Nov. 12 |

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8 a.m. 8 a.m.
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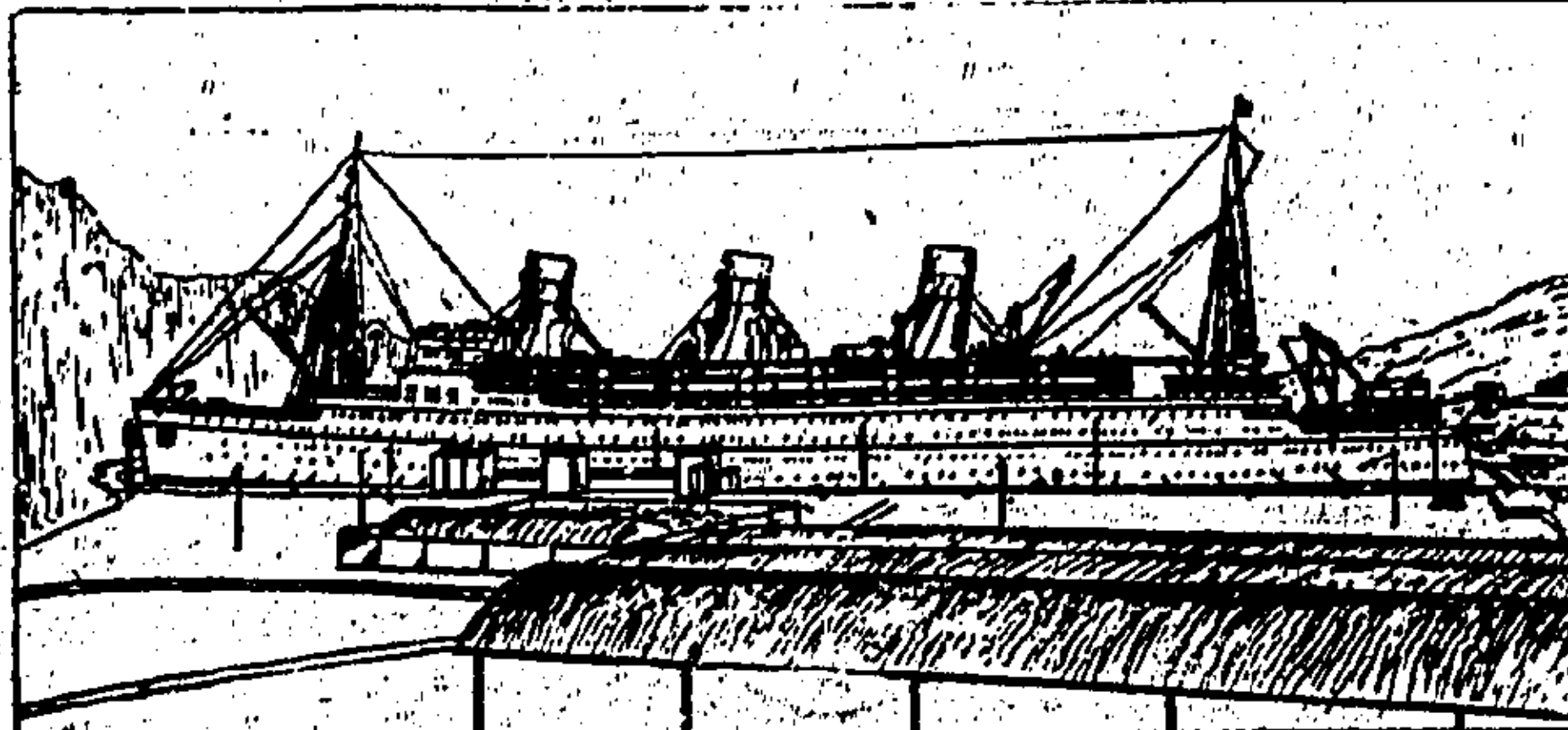
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EIGHTY-EIGHTH YEAR OF PUBLICATION

HONG KONG, TUESDAY, OCTOBER 11, 1932.

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FIVE CASES FOR SESSIONS.

Causeway Bay Murder Case.

Five cases from Hong Kong are the only cases on the Criminal Sessions calendar, the proceedings on which open in the Supreme Court on Thursday next.

One case is a capital charge in which Li Kap-ting is charged with the murder of Leung Sze-sau, age 15 years, a student residing at No. 40, Tung Lo Wan, or Causeway Bay Road. The murder took place on September 6, and the man was arrested within 24 hours, and committed to Sessions on September 28.

Other cases are:— Kwok Tsan, charged with receiving stolen property, committed on September 20.

Leung Lai and Ah Sam, aiding to commit an armed robbery, committed on September 23.

Yip Sing, returning from banishment, committed on October 4.

Kwok Yuet-fa, charged with kidnapping and harbouring, committed on October 6.

VON GRONAU DOWN IN INDIAN OCEAN.

Steamer Has Aircraft Under Charge.

Manila, Yesterday. An S.O.S. message has been picked up from Captain Von Gronau, stating that he had been forced down in the Indian Ocean, northwest of Port Swettenham.

Von Gronau was forced down into rough seas off the Burma coast, 100 miles south of Moulmein, owing to a broken water-pump.

A British steamer is in touch with the disabled craft and is attempting to tow the machine.—Reuter.

S.O.S. Heard Locally.

The distress calls from Captain Von Gronau were picked up at the Cape d'Aguilar, wireless station.

Messages were immediately sent out to all ships in the vicinity asking them to keep a look-out for the Greenland Whale, and report immediately to the Rangoon air base if they sighted the distressed flying boat.

ARISTOCRAT GIVEN TO AMERICA.

White Bull-Dog For Overseas Show.

Although Mrs. J. B. Walz, of Highgate, has refused \$5,000 from an American for her famous English bull-dog Puglist, she has sent Sirloin O'Puglist, his first son, to a show at Atlantic City, U.S.A.

Puglist is a famous all-white dog, and the winner of 29 championship certificates—a record for the breed.

"I am fortunate in having a facsimile of my great English champion Puglist," Mrs. Walz declared. "I have had him sent over because I am determined America shall have one real, good bull-dog to be proud of."

U.S. Economic Expert Will Meet British

(Continued from Page 1.)

M. Herriot Accepts.

The French Premier, M. Herriot has accepted the invitation extended by Premier Ramsay MacDonald and will visit London this week, probably Wednesday or Thursday. The purpose of his visit is to enable the two Premiers to discuss the difficulties which beset the problem of International Disarmament.

It was with object of helping forward a solution of some of these difficulties that the British Government a few days ago suggested a Four Power Conference. Their proposal was agreed to in principle by the powers concerned, but the date and place still remain unfixed. It is hoped that the British Government's further initiative in inviting M. Herriot to London may help to solve these, in addition to other points.

Referring to certain criticisms which have been passed on the Four Power Conference proposal, the "Times" says: "There was never any idea that the projected meeting should usurp in any way or to the smallest extent, the functions of the Disarmament Conference itself. On the contrary, the only object contemplated for it has been to reach such an understanding as will enable the conference to get down to effective work."—Reuter and British Wireless Service.

LUCKY HONG KONG TICKET-HOLDERS.

London, Yesterday.

Further success in the Irish sweep draw of the Casarewitch has come the way of Hong Kong speculators. A consolation prize of £100 has been drawn by the "O Shiumui" Syndicate, care of the Canton river boat Fatsan, Hong Kong.—Reuter.

U.S. NAVAL VESSELS LEAVE HARBOUR.

The American naval vessels, which have been visiting the Colony since Saturday morning, left for Manila to-day at 6 a.m. The visiting vessels, which are part of the United States China Fleet, are U.S.S. Canopus, submarine "mother-ship," U.S.S. Submarines S36, S37, S38, S39, S40 and S41, and the U.S. Destroyer Pigeon.

FRESH MONSOON ON COAST.

To-day's weather report from the Royal Observatory states:—

The anti-cyclone over N. China has again increased in intensity.

The depression has moved into the Pacific to the East of Hokkaido. A fresh monsoon will continue along the China Coast and over the Northern China Sea.

CURBING SUGAR PRODUCTION.

Limit On 1933 Crop To 2,000,000 Tons Expected.

New York, To-day.

The sugar trade is watching for the decision from Cuba on her sugar programme for the coming year, which is due to be announced October 15.

Brokers expect that Cuba will place a limit on her 1933 production at 2,000,000 tons, and prohibit the harvesting of the crop before February.

It was understood that the Ostend conference agreed that Cuban exports, exclusive of the United States, should amount to 1,000,000 tons in 1933.

It is thus calculated that by the end of 1933 Cuba will have only a surplus stock of 500,000 tons, as compared with her surplus of 1,431,076 tons when the Chadbourne plan went into effect after the agreement reached in Amsterdam December 8, 1930.

"GANGSTER" CHIEF IS MOURNED.

Friends Hold Irish Wake For "Killer."

Chicago, Yesterday.

Frank McErlane, one of the most feared of the local gangsters who was nicknamed "The Grinning Killer," died quietly in a hospital to-day from pneumonia. His friends held an Irish wake over the body.

McErlane was credited with having invented the "One Way Ride," namely, the taking of an enemy for his last joyride in a motor car. More than 400 gang murders are attributed to him.—Reuter's American Service.

GOVERNMENT FACES DAYS OF LABOUR.

(Continued from Page 1.)

M. Herriot's visit will bring under the Cabinet's notice certain international questions; and urgent Imperial and domestic matters also await the Government's attention. The latter include the final Cabinet approval of the draft of legislation to implement the Ottawa Conference agreements. Schedules of preferences omitted from the published text of the Ottawa agreements will be announced on to-morrow night.

In view of Friday's opening of formal negotiations with the Irish Free State delegates, the questions in dispute will also be under the further consideration of Ministers during next few days.

It is anticipated that one month will suffice for the winding up of the work of the present session of Parliament, which will probably be prorogued about November 17, the new session being opened by the King on November 22.

A reception is to be held on board the motor vessel, "Jutlandia," to-morrow afternoon, from 2 p.m. to 6 p.m., on the occasion of the inauguration of the Pacific Oriental Service, by the East Asiatic Company Ltd. and the Chinese American Shipping Company. The vessel will be alongside the Kowloon wharf.

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